CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

Department of Planning, Building and Code Enforcement

HARRY FREITAS, DIRECTOR

PUBLIC NOTICE
INTENT TO ADOPT A NEGATIVE DECLARATION
CITY OF SAN JOSÉ, CALIFORNIA

File No. and Project Name/Description:

GP15-003 – 12360 Redmond Avenue General Plan Amendment. General Plan Amendment request to change the Land Use/Transportation Diagram land use designation from Neighborhood/ Community Commercial to Residential Neighborhood on a 0.91 gross acre site.

Location: 12360 Redmond Avenue, on the southeast corner of Redmond Avenue and Mancuso Street (APN 577-12-065).

The City has performed environmental review on the project. Environmental review examines the nature and extent of any adverse effects on the environment that could occur if a project is approved and implemented. Based on the review, the City has prepared a draft Negative Declaration (ND) for this project. An ND is a statement by the City that the project will not have a significant effect on the environment.

The public is welcome to review and comment on the draft Negative Declaration.

The public comment period for this draft Negative Declaration begins on **Thursday, September 17, 2015,** and ends on **Wednesday, October 7, 2015.**

The draft Negative Declaration, initial study, and reference documents are available online at: http://www.sanjoseca.gov/planning. To find the document, click on **Environment/Sustainability** link on menu bar to the left of the screen, then click **Environmental Review** and select the link to **Negative Declaration/Initial Study Library**.

The documents are also available for review from 9:00 a.m. to 5:00 p.m. Monday through Friday at the City of San Jose Department of Planning, Building & Code Enforcement, located at City Hall, 200 East Santa Clara Street and at the Dr. Martin Luther King, Jr. Main Library (150 E. San Fernando St).

For additional information, please contact David Keyon at (408) 535-7898, or by e-mail at david.keyon@sanjoseca.gov.

Harry Freitas, Director
Planning, Building and Code Enforcement

Circulated on: September 17, 2015

Meenaxi R.P.
Deputy

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

Department of Planning, Building and Code Enforcement
HARRY FREITAS, DIRECTOR

NEGATIVE DECLARATION

The Director of Planning, Building and Code Enforcement has reviewed the proposed project described below to determine whether it could have a significant effect on the environment as a result of project completion. "Significant effect on the environment" means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance.

NAME OF PROJECT: 12360 Redmond Avenue General Plan Amendment

PROJECT FILE NUMBER: GP15-003

PROJECT DESCRIPTION: General Plan Amendment request to change the Land Use/Transportation Diagram land use designation from Neighborhood/ Community Commercial to Residential Neighborhood on a 0.91 gross acre site.

PROJECT LOCATION & ASSESSORS PARCEL NO: 12360 Redmond Avenue, on the southeast corner of Redmond Avenue and Mancuso Street (APN 577-12-065).

COUNCIL DISTRICT: 10

APPLICANT CONTACT INFORMATION: R&J Properties (Attn: Richard Zhou), 817 Duncardine Way, Sunnyvale, California, 94087.

FINDING: The Director of Planning, Building & Code Enforcement finds the project described above will not have a significant effect on the environment in that the attached initial study identifies no significant effects on the environment.

NO MITIGATION MEASURES ARE INCLUDED IN THE PROJECT TO REDUCE POTENTIALLY SIGNIFICANT EFFECTS TO A LESS THAN SIGNIFICANT LEVEL

I. **AESTHETICS.** The project will not have a significant impact on aesthetics or visual resources, therefore no mitigation is required.

II. **AGRICULTURE AND FOREST RESOURCES.** The project will not have a significant impact on agriculture or forest resources, therefore no mitigation is required.

III. **AIR QUALITY.** The project will not have a significant air quality impact, therefore no mitigation is required.

IV. **BIOLOGICAL RESOURCES.** The project will not have a significant biological resources impact, therefore no mitigation is required.

V. **CULTURAL RESOURCES.** The project will not have a significant impact to cultural resources, therefore no mitigation is required.

VI. **GEOLOGY AND SOILS.** The project will not have a significant geologic impact, therefore no mitigation is required.

VII. **GREENHOUSE GAS EMISSIONS.** The project will not have a significant impact to greenhouse gas emissions, therefore no mitigation is required.

VIII. **HAZARDS AND HAZARDOUS MATERIALS.** The project will not have a significant impact on hazards and hazardous materials, therefore no mitigation is required.

IX. **HYDROLOGY AND WATER QUALITY.** The project will not have a significant impact on hydrology and water quality, therefore no mitigation is required.

X. **LAND USE AND PLANNING.** The project will not have a significant land use impact, therefore no mitigation is required.

XI. **MINERAL RESOURCES.** The project will not have a significant impact on mineral resources, therefore no mitigation is required.

XII. **NOISE.** The project will not have a significant impact on noise, therefore no mitigation is required.

XIII. **POPULATION AND HOUSING.** The project will not have a significant population and housing impact, therefore no mitigation is required.

XIV. **PUBLIC SERVICES.** The project will not have a significant impact on public services, therefore no mitigation is required.

XV. **RECREATION.** The project will not have a significant impact on recreation, therefore no mitigation is required.

XVI. **TRANSPORTATION / TRAFFIC.** The project will not have a significant impact on transportation or traffic, therefore no mitigation is required.

XVII. **UTILITIES AND SERVICE SYSTEMS.** The project will not have a significant impact on utilities and service systems, therefore no mitigation is required.

XVIII. **MANDATORY FINDINGS OF SIGNIFICANCE.** The project will not substantially reduce the habitat of a fish or wildlife species, be cumulatively considerable, or have a substantial adverse effect on human beings.

PUBLIC REVIEW PERIOD

Before 5:00 p.m. on **October 7, 2015,** any person may:

1. Review the Draft Negative Declaration (ND) as an informational document only; or

2. Submit written comments regarding the information and analysis in the Draft ND. Before the ND is adopted, Planning staff will prepare written responses to any comments, and revise the Draft ND, if necessary, to reflect any concerns raised during the public review period. All written comments will be included as part of the Final ND.

Harry Freitas, Director
Planning, Building and Code Enforcement

Meenaxi R. P.
Deputy

Circulation period, from September 17, 2015 to October 7, 2015

Initial Study for the Redmond Avenue Property General Plan Amendment
12360 Redmond Avenue, San José; APN 577-13-065

Prepared for the
City of San José, Department of Planning, Building, and Code Enforcement

By
Cypress Environmental and Land Use Planning
February 25, 2015

SECTION 1.0 PROJECT INFORMATION

1.1 PROJECT TITLE

Redmond Avenue Property General Plan Amendment

1.2 LEAD AGENCY ADDRESS AND LEAD AGENCY CONTACT

Lead Agency: City of San José
City of San José Planning Department
City Hall
200 E. Santa Clara Street
San José, CA 95113
(408) 535-3500

1.3 PROJECT LOCATION

12360 Redmond Avenue; located at the southeast corner of Redmond Avenue and Mancuso Street (A.P.N 577-13-065). The project site also includes a narrow, undeveloped strip of land along Mancuso Street (APN 577-13-079).

1.4 PROJECT APPLICANT'S NAME AND ADDRESS

Richard Zhou
R and J Properties
817 Duncardine Way
Sunnyvale, CA 94087

1.5 GENERAL PLAN LAND USE DESIGNATION AND ZONING DISTRICT

General Plan Land Use Designation: Neighborhood/Community Commercial
Zoning District: R-1-5

1.6 SURROUNDING LAND USES

North: Single-family residential
South: Single-family residential
East: Single-family residential
West: Single-family residential

1.7 PROJECT DESCRIPTION

Proposal to amend the General Plan land use designation of a 0.96-acre parcel, A.P.N. 577-13-065, from "Neighborhood/Community Commercial" land use to "Residential Neighborhood" land use to support future development of the site with single-family dwellings. Per the Residential Neighborhood General Plan land use designation, density of up to eight dwelling units/acre or the prevailing density of the surrounding neighborhood is allowed. Considering the site layout, up to five single-family lots may be possible under this new land use designation.

Land division plans will be prepared in the future pending a decision on the proposed General Plan amendment. The site is currently used as a preschool (The Little Owl Academy) with approximately 30 children and 5 employees.

This Initial Study evaluates the environmental consequences of changing the land use designation of the project property as specified above. Where appropriate, the Initial Study generally discusses the effects of a future residential development project that would be facilitated by the proposed amendment. However, an application for a residential development project (i.e. land division) has not been submitted. It would be speculative to analyze all the effects of a residential project until plans are prepared and submitted to the City.

1.8 PROJECT-RELATED APPROVALS AND PERMITS

General Plan Amendment

1.9 HABITAT PLAN DESIGNATION

Land Cover Designation:	Urban-Suburban
Fee Zone:	None (No land cover fee)
Owl Conservation Zone:	None

1.10 ENVIRONMENTAL SETTING

The project property is located in the Almaden Valley portion of the City of San José as shown on Figure 1 (following page). Each subsection of Section 3, the Environmental Checklist, includes a setting discussion that describes the setting characteristics for the corresponding Checklist topic. For example, existing General Plan and zoning designations are discussed the setting discussion of subsection 3.10, Land Use. Figures 6 and 7 provide maps for the existing designations in the project vicinity.

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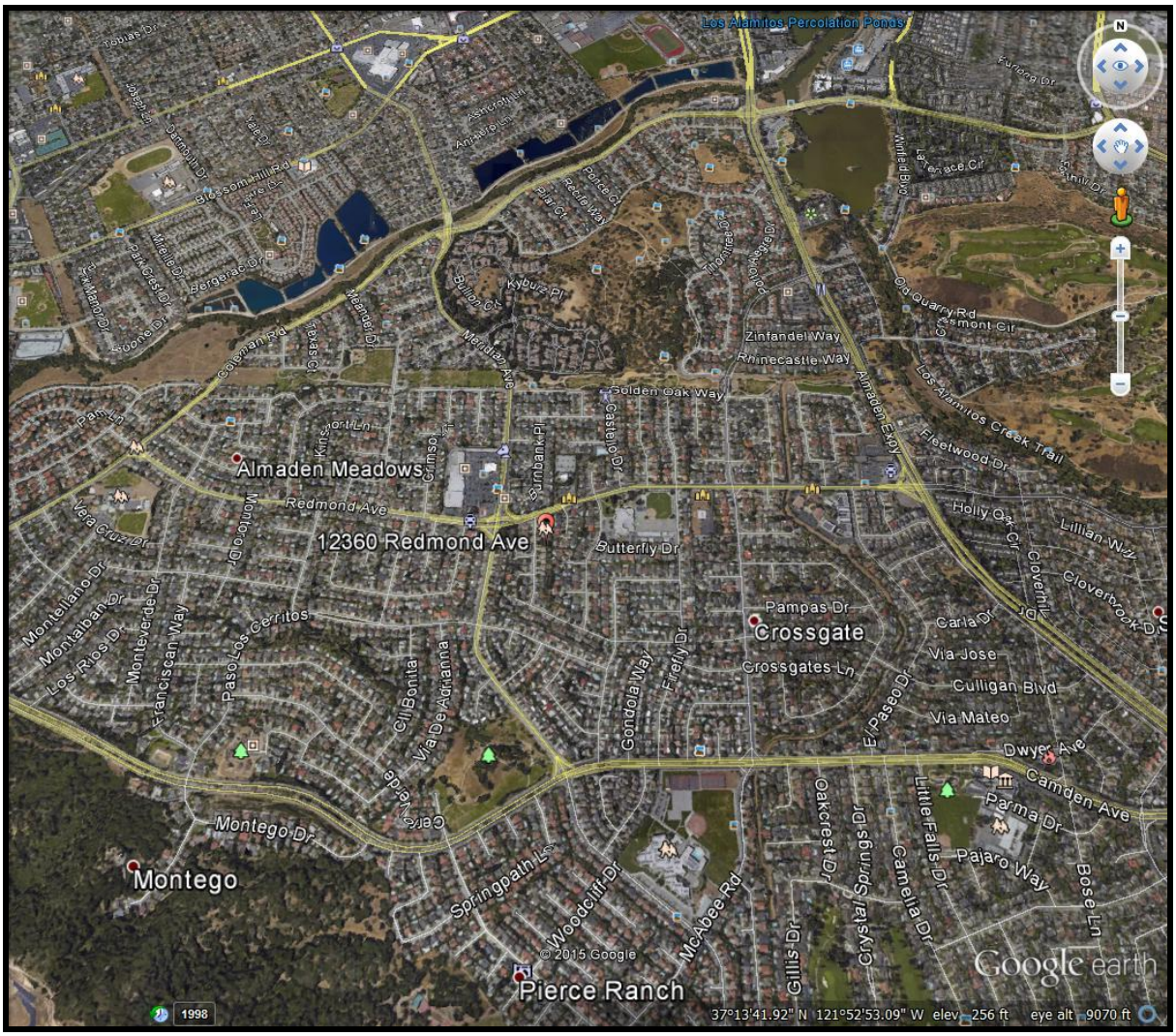
Figure 1

Vicinity Map



Source: Google Earth

The project site is located at the red dot labeled "12360 Redmond Ave". Redmond Avenue is an east-west directional street that connects Almaden Expressway on the east end with Coleman Road and Oak Canyon Road at the west. The Guadalupe Creek corridor is shown as the linear green area near the top of the image. The Los Alamitos Creek corridor is near the right edge of this image. An aerial view of the site and its surrounding area is shown on the following page.

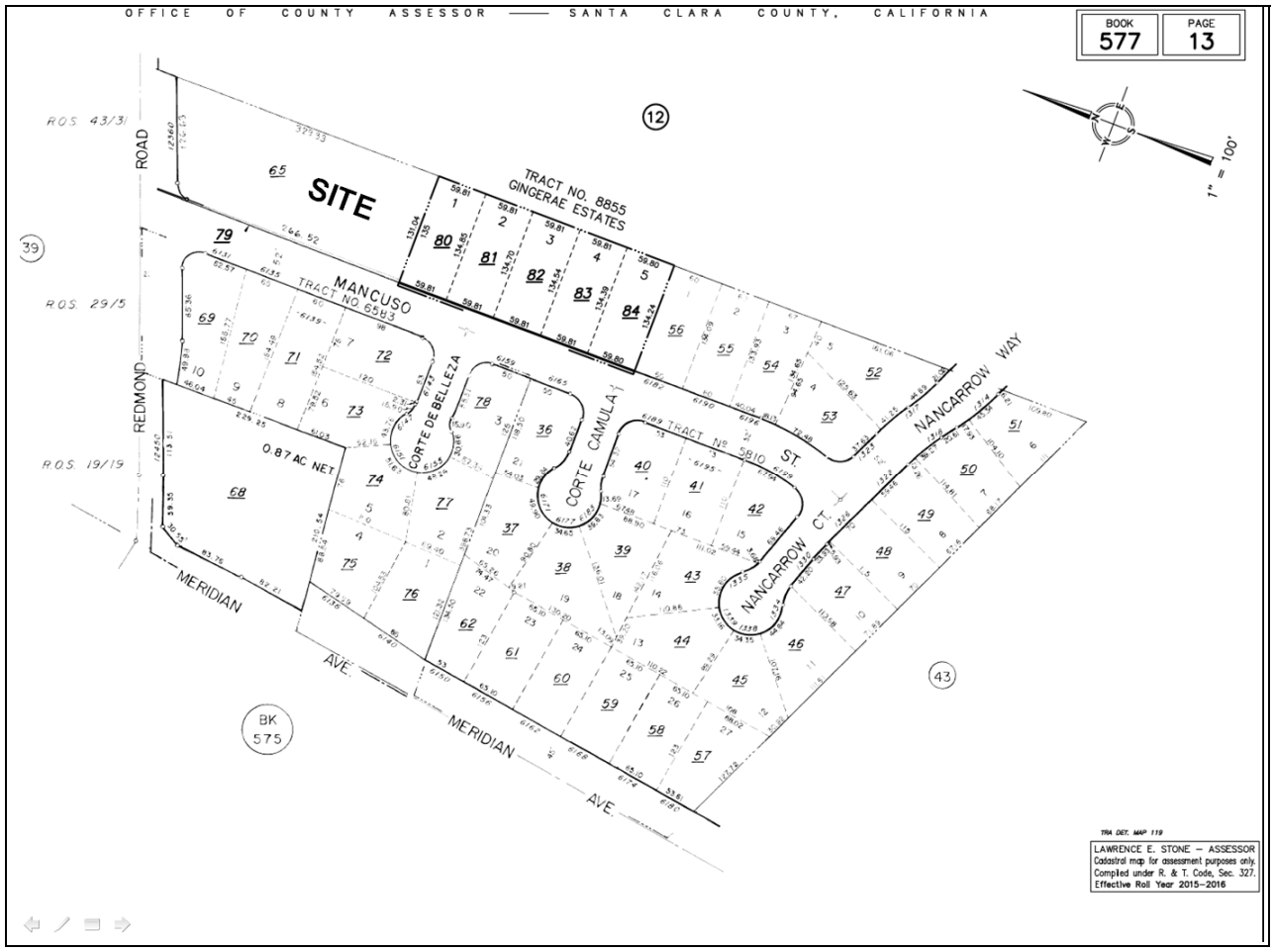
Figure 2

Aerial View of the Project Site and Vicinity

The 0.96-acre project site is identified by the blue arrow pointing to the middle of the site. The existing parking area adjoins Redmond Avenue at the north end of the site. The existing pre-school building is obscured by trees at the middle of the site. A dead-end driveway and some landscaping is located at the south end of the site.

Figure 3

Parcel Map



SECTION 2.0 ENVIRONMENTAL DETERMINATION

2.1 Environmental Factors Potentially Affected

☐ Aesthetics	☐ Agricultural Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology/Soils
☐ Greenhouse Gas Emissions	☐ Hazards/Hazardous Materials	☐ Hydrology/Water Quality
☐ Land Use/Planning	☐ Mineral Resources	☐ Noise
☐ Population/Housing	☐ Public Services	☐ Recreation
☐ Transportation/Traffic	☐ Utilities/Service Systems	☐ Mandatory Findings of Significance

2.2 Environmental Determination

On the basis of this initial evaluation (completed by the Lead Agency):

☒ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revision in the project could have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and/or 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

SECTION 3.0 EVALUATION OF ENVIRONMENTAL IMPACTS

This section describes the existing environmental conditions on and near the project area, as well as environmental impacts associated with the proposed project. The environmental checklist, as recommended in the California Environmental Quality Act (CEQA) Guidelines, identifies environmental impacts that could occur if the proposed project is implemented.

The right-hand column in the checklist lists the source(s) for the answer to each question. The sources cited are identified at the end of this section. Mitigation measures are identified for all significant project impacts. "Mitigation Measures" are measures that will minimize, avoid, or eliminate a significant impact (CEQA Guidelines §15370). Measures that are required by the Lead Agency or other regulatory agency that will reduce or avoid impacts are categorized as "Standard Permit Conditions."

3.1 AESTHETICS

Setting

The 0.96-acre project parcel is located within a developed area of the Almaden Valley portion of the City that is dominated by single-family dwellings. Other nearby land uses include the Almaden Plaza commercial center, a Lutheran Church and two elementary schools. The primary visual elements on the site is the preschool building in the center of the site, a paved parking lot at the north end of the site, a dense grove of coast live oak trees at the south end of the site and various other large trees that surround the preschool building. (See Figures 2 and 3 on the following page.) The large number of mature trees are a noticeable visual element in the neighborhood.

The topography of the entire neighborhood is basically flat with most land containing slopes less than 5%. Steep open space ridges of Almaden Quicksilver Park are visible to the south from most viewpoints in the neighborhood. Otherwise, there are no significant natural physical features. The property is located at the intersection of Redmond Avenue and Mancuso Street and is very visible from these two streets and from other off-site viewpoints. Close-up views of the project site are shown on the following page.

Continues on following page

Figures 4 and 5

Views of the Project parcel from its Adjoining Streets

Typical views of the project parcel. Top: From the north side of Redmond Avenue. Bottom: From Mancuso Street.

Applicable Plans, Policies, and Regulations

Various policies in the City's General Plan have been adopted for the purpose of avoiding or mitigating visual and aesthetic impacts resulting from planned development within the City. All future development allowed by the proposed land use designations would be subject to the visual and aesthetic policies listed in Chapter 4, Goals and Policies, of the City's General Plan, including the following:

> *Policy CD-1.1:* Require the highest standards of architectural and site design, and apply strong design controls for all development projects, both public and private, for the enhancement and development of community character and for the proper transition between areas with different types of land uses.
>
> *Policy CD-1.8:* Create an attractive street presence with pedestrian-scaled building and landscaping elements that provide an engaging, safe, and diverse walking environment. Encourage compact, urban design, including use of smaller building footprints, to promote pedestrian activity throughout the City.
>
> *Policy CD-1.13:* Use design review to encourage creative, high-quality, innovative, and distinctive architecture that helps to create unique, vibrant places that are both desirable urban places to live, work, and play and that lead to competitive advantages over other regions.

In addition to the policies of the Envision San José 2040 General Plan, future development allowed by the proposed land use designations would be required to comply with the San José Outdoor Lighting Policy (City Council Policy 4-3, as revised 6/20/00) and the Residential Design Guidelines.

Environmental Checklist

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒	1, 2, 3 & 14
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐	
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐	

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
d. Create a new source of substantial light or glare which will adversely affect day or nighttime views in the area?	☐	☐	☒	☐	

a. **No impact.** The project site is not located on a scenic landform or within a viewshed of a scenic vista from viewpoints in the City of San José.

b. **Less than significant impact.** There are more than 50 trees on the subject property. However, changing the General Plan land use designation from its current "Neighborhood/Community Commercial" to "Residential Neighborhood" will not result in any loss of these trees. A future development proposal may result in removal of some or all trees on the site; but this action would require a tree removal permit if trees with trunks over 56 inches in diameter are removed. Replacement trees would be required depending on the size and number of trees removed. The property does not contain any other scenic resources such as rock outcroppings or historic buildings.

c. **Less than significant impact.** The large number of mature trees that exist on the subject property could be considered a visual resource for the neighborhood. However, as discussed in subsection "b"' above, the proposed land use amendment will not affect the trees. A future residential land division project and subsequent development could be designed to retain the majority of large trees on the site, and trees removed will be required to be replaced based on the size and number of removed trees.

d. **Less than significant impact.** The proposed land use amendment will not result in any new illumination. Development under the proposed Residential Neighborhood land use designation would not create a significant new source of substantial light or glare, and any new lighting would have to comply with the City's Outdoor Lighting Policy.

3.2 AGRICULTURAL AND FORESTRY RESOURCES

Setting

The project parcel is located within an urban residential neighborhood in the City of San José. The neighborhood does not include agricultural or forestry uses nor properties zoned for agriculture or timber production.

Environmental Checklist

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒	1, 3, 4 & 14
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒	
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒	
d. Result in a loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒	
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or version forest land to non-forest use?	☐	☐	☐	☒	

Impacts Evaluation

a. - b. **No Impact.** The subject property is developed as pre-school and surrounded by residential development. There are no agricultural uses or agricultural properties in the area that would be affected by the project.

c. - d. No impact. The subject property is developed as pre-school and surrounded by residentially developed properties. There are no timber production uses nor timber production properties in the area that would be affected by the project.

e. **No impact.** The subject property is developed as pre-school and surrounded by urban residential development. There are no agricultural or timber production uses nor agricultural or timber production properties in the area that would be affected by the project.

3.3 AIR QUALITY

Setting

The City of San José is located in the southern portion of the San Francisco Bay area air basin within the boundaries of the Bay Area Air Quality Management District (BAAQMD). New development within the City is regulated by policies and regulations adopted by BAAQMD to maintain air quality standards. The air pollution potential of the basin is high due to a high level of vehicle exhaust emissions and frequent temperature inversions that restrict the vertical mixing of air. The project site is bordered by existing residential uses and is located approximately 350 feet to the east of Meridian Avenue, an arterial street.

The BAAQMD defines sensitive receptors as facilities where sensitive population groups are located, including residences, schools, childcare centers, convalescent homes, and medical facilities. The nearest sensitive receptors are residences that surround the project site.

Applicable Plans, Policies, and Regulations

The City of San José is within the San Francisco Bay Area Air Quality Management District (BAAQMD). The District is the agency primarily responsible for assuring that the federal and state ambient air quality standards are maintained in the San Francisco Bay Area. Air quality standards are set by the federal government (the 1970 Clean Air Act and its subsequent amendments) and the state (California Clean Air Act of 1988 and its subsequent amendments). Regional air quality management districts such as the BAAQMD must prepare air quality plans specifying how state standards would be met. The BAAQMD's most recently adopted Clean Air Plan (CAP) is the *Bay Area '97 Clean Air Plan*.

The Federal Clean Air Act and the California Clean Air Act mandate the control and reduction of specific air pollutants. Under these Acts, the U.S. Environmental Protection Agency and the California Air Resources Board have established ambient air quality standards for specific "criteria" pollutants, designed to protect public health and welfare. Primary criteria pollutants include carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxides (NO_X), particulate matter (PM_{10}), sulfur dioxide (SO_2), and lead (Pb). Secondary criteria pollutants include ozone (O_3), and fine particulate matter.

In connection with the implementation of the CAP, various policies in the General Plan have been adopted for the purpose of avoiding or mitigating air quality impacts from development projects. All future development allowed by the proposed land use designations would be subject to the air quality policies listed in the General Plan, including the following:

> *Policy MS-10.1:* Assess projected air emissions from new development in conformance with the Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines and relative to state and federal standards. Identify and implement feasible air emission reduction measures.
>
> *Policy MS-10.2:* Consider the cumulative air quality impacts from proposed developments for proposed land use designation changes and new development, consistent with the region's Clean Air Plan and State law.
>
> *Policy MS-11.1:* Require completion of air quality modeling for sensitive land uses such as new residential developments that are located near sources of pollution such as freeways and industrial uses. Require new residential development projects and projects categorized as sensitive receptors to incorporate effective mitigation into project designs or be located an adequate distance from sources of toxic air contaminants (TACs) to avoid significant risks to health and safety.
>
> *Policy MS-11.5:* Encourage the use of pollution absorbing trees and vegetation in buffer areas between substantial sources of TACs and sensitive land uses.
>
> *Policy MS-13.1:* Include dust, particulate matter, and construction equipment exhaust control measures as conditions of approval for subdivision maps, site development and planned development permits, grading permits, and demolition permits. At minimum, conditions shall conform to construction mitigation measures recommended in the current BAAQMD CEQA Guidelines for the relevant project size and type.
>
> *Policy CD-3.3:* Within new development, create and maintain a pedestrian-friendly environment by connecting the internal components with safe, convenient, accessible, and pleasant pedestrian facilities and by requiring pedestrian connections between building entrances, other site features, and adjacent public streets.
>
> *Policy TR-9.1:* Enhance, expand and maintain facilities for walking and bicycling, particularly to connect with and ensure access to transit and to provide a safe and complete alternative transportation network that facilitates non-automobile trips.

In addition to the policies of the City's General Plan, all future development allowed by the proposed land use designations would be subject to the City's Grading Ordinance, which mandates that all earth moving activities shall include requirements to control fugitive dust, including regular watering of the ground surface, cleaning nearby streets, damp sweeping, and planting any areas left vacant for extensive periods of time.

Environmental Checklist

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐	1, 3 & 5
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐	
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is classified as non-attainment under an applicable federal or state ambient air quality standard including releasing emissions which exceed quantitative thresholds for ozone precursors?	☐	☐	☒	☐	
d. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐	
e. Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒	

Impacts Evaluation

a. **Less than significant impact.** Changing the land use designation from its current "Neighborhood/Community Commercial" to "Residential Neighborhood" will not result in conflicts with the air quality plan for the City. The proposed land use designation in combination with the "R-1-5" zoning could allow the development of 5 single-family dwellings in the future This type of development will not generate more air emissions than uses permitted or conditionally permitted in zone districts that are consistent with the current land use designation.

b., c. **Less than significant impact.** The BAAQMD's 2012 CEQA Guidelines (June 2012) make recommendations for evaluation resources, including BAAQMD's CEQA Thresholds Options and Justification Report (2009), which are based on substantial evidence. The City of San José relies on the thresholds of significance and screening criteria established by the BAAQMD. The BAAQMD screening levels are based on project size for air pollutant emissions. The applicable land use category from the BAAQMD's screening criteria tables for the project is "single-family." For operational impacts from criteria pollutants, the screening size is 325 units. For construction impacts, the screening size is 114 units. Future development under the "Residential Neighborhood" General Plan designation would result in a maximum of 5 units which is

well below the BAAQMD significance thresholds. Therefore, the project is considered to have a less than significant air quality impact.

d. **Less than significant impact.** The residents surrounding the site and students at the Los Alamitos Elementary School are classified as sensitive receptors. However, none of these receptors will be affected by the project as the proposed General Plan Amendment will allow future development of single-family residences consistent with the surrounding neighborhood. Single-family residences are not a significant generator of air pollution. A

e. **No impact.** Permitted and conditionally permitted uses in zonings that are consistent with the land use designation of "Residential neighborhood" are not uses that generate objectionable odors.

3.4 BIOLOGICAL RESOURCES

Setting

The project site is located within an urbanized area of San José that is surrounded by existing development. The site is developed with a preschool/daycare facility with several mature trees. Beyond the existing trees on the site, the project site has a low value for wildlife, due to the disturbed nature of the property and the site's isolation from known sensitive habitat areas.

Applicable Plans, Policies, and Regulations

Biological resources include plants and animals and the habitats that support them. Individual plant and animal species that are listed as rare, threatened or endangered under the state and/or federal Endangered Species Act, and the natural communities or habitats that support them, are of particular concern. Sensitive natural communities (e.g., wetlands, riparian woodlands, and oak woodland) that are critical to wildlife or ecosystem function are also important biological resources.

The avoidance and mitigation of significant impacts to biological resources under CEQA is consistent with and complementary to various federal, state, and local laws and regulations that are designed to protect these resources. Many of these regulations mandate that project sponsors obtain permits that include measures to avoid and/or mitigate impacts, prior to the commencement of development activities. Table 2 summarizes laws and regulations applicable to the proposed project.

Table 1: Regulation of Biological Resources

Law/Regulation	Objective(s)	Responsible Agencies
Federal Endangered Species Act California Endangered Species Act	Protect endangered species and their habitat and, ultimately restore their numbers to where they are no longer threatened or endangered	USFWS, NOAA Fisheries CDFW
Federal Migratory Bird Treaty Act	Protect migratory birds, including their nests & eggs.	USFWS,
California Fish & Game Code Section 3503.5	Protect birds of prey, including their nests & eggs	CDFW

NOAA = National Oceanic & Atmospheric Administration
USFWS = U.S. Fish & Wildlife Service
CDFG = California Department of Fish & Wildlife

In addition to the laws and regulations listed above, various policies in the City's General Plan have been adopted for the purpose of avoiding or mitigating biological impacts resulting from planned development within the City. All future development allowed by the proposed land use designations would be subject to the biological policies listed in the City's General Plan, including the following:

> *Policy ER-4.4*: Require that development projects incorporate mitigation measures to avoid and minimize impacts to individuals of special-status species.
>
> *Policy ER-5.1*: Avoid implementing activities that result in the loss of active native birds' nests, including both direct loss and indirect loss through abandonment, of native birds. Avoidance activities that could result in impacts to nests during the breeding season or maintenance of buffers between such activities and active nests would avoid such impacts.
>
> *Policy ER-5.2*: Require that development projects incorporate measures to avoid impacts to nesting migratory birds.
>
> *Policy MS-21.4:* Encourage the maintenance of mature trees, especially natives, on public and private property as an integral part of the community forest. Prior to allowing the removal of any mature tree, pursue all reasonable measures to preserve it.
>
> *Policy MS-21.5:* As part of the development review process, preserve protected trees (as defined by the Municipal Code), and other significant trees. Avoid any adverse effects on the health and longevity of protected or other significant trees through appropriate

design measures and construction practices. Special priority should be given to the preservation of native oaks and native sycamores. When tree preservation is not feasible, include appropriate tree replacement, both in number and spread of canopy.

Policy MS-21.6: As a condition of new development, require, where appropriate, the planting and maintenance of both street trees and trees on private property to achieve a level of tree coverage in compliance with and that implements City laws, policies or guidelines.

Policy MS-21.8: For Capital Improvement Plan or other public development projects, or through the entitlement process for private development projects, require landscaping including the selection and planting of new trees to achieve the following goals:

1. Avoid conflicts with nearby power lines.
2. Avoid potential conflicts between tree roots and developed areas.
3. Avoid use of invasive, non-native trees.
4. Remove existing invasive, non-native trees.
5. Incorporate native trees into urban plantings in order to provide food and cover for native wildlife species.
6. Plant native oak trees and native sycamores on sites which have adequately sized landscape areas and which historically supported these species.

Policy CD-1.24: Within new development projects, include preservation of ordinance-sized and other significant trees, particularly natives. Any adverse effect on the health and longevity of such trees should be avoided through design measures, construction, and best maintenance practices. When tree preservation is not feasible include replacements or alternative mitigation measures in the project to maintain and enhance our Community Forest.

The City of San José has adopted *Envision San José 2040 General Plan* policies MS-21.1 through MS-21.6 to promote tree preservation and provide a "community forest". The City has also adopted a Tree Removal Controls Ordinance (Municipal Code Chapter 13.32) to protect existing native and non-native trees by making it unlawful to removal trees with a trunk circumference of 56 inchers or greater without a permit and to provide for tree replacement when a tree removal permit is approved. In addition, the Ordinance includes a classification of "Heritage Tree" as any tree that due to its history, girth or unique quality is designated by the City Council for special protection. Vegetation of the project property is best described as an urban planted landscape that includes over 50 trees. The south end of the property contains 44 coast live oak trees (*Quercus agrifolia*) with trunk diameters ranging from 3 inches to 18 inches. (See Figure 4). The east edge of the property contains a mixture of trees dominated by non-native Italian Cypress (*Cupressus sempervirens*). In addition a mixture of tree species surround the existing building in the center of the property as shown in Figure 3.

Figure 6
Oak Grove at South End of Project Parcel

Grove of coast live oaks in the southern end of the property. Other trees on the site are shown in Figure 3 in Subsection 3.1, Aesthetics.

Environmental Checklist

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☐	☒	☐	1, 3, 4, 5 & 6

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☐	☐	☒	
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒	
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, impede the use of native wildlife nursery sites?	☐	☐	☒	☐	
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐	
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒	

Impacts Evaluation

a. **Less than significant impact.** The project will not result in any habitat modifications, but rather is a request to amend the General Plan to change the current land use designation of "Neighborhood/Community Commercial" to "Residential Neighborhood". Any future development of the site could result in the removal of mature trees that serve as habitat for nesting raptors and other migratory birds. However, the implementation of General Plan Policies ER-4.4, ER-5.1, and ER-5.2 (listed above), which call for surveys and implementation of protection measures for special status species (particularly migratory birds), will reduce potential impacts to a less than significant level. Habitat for other special status species does not exist on the site since it is already developed with single-family homes and yard areas and is surrounded by urban development.

b. **No impact.** The 0.96-acre project parcel is located within a developed area of the Almaden Valley portion of the City that is dominated by single-family dwellings. Other nearby land uses include the Almaden Plaza commercial center, a Lutheran Church and two elementary schools. There are no wetlands or other special status habitats on the site or within the neighborhood that could be affected by development on the project property.

c. **No impact.** The project is in an urbanized area away from any federally protected wetlands.

d. **Less than significant impact.** The project will not substantially interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. As discussed in "a" above, any future development activities will comply with General Plan Policies ER-4.4, ER-5.1, and ER-5.2 for the purpose of protecting nesting raptors and other migratory birds.

e. **Less than significant impact.** A substantial number or mature trees (approximately 50) occur on the property, some of which qualify as protected trees under Municipal Code Chapter 13.28.. The City of San José has established regulations for removal of landscape trees at least 56 inches in circumference measured two feet above grade. Prior to any future redevelopment of the site, the project applicants will be required to obtain a permit for the removal of ordinance-sized trees and provide for the replacement of removed trees in conformance with the City of San José Tree Ordinance. Replacement trees will be over and above the regular landscaping to be provided on the site.

f. **No impact.** The project site is located within the boundaries of the Santa Clara Valley HCP. The project does not affect any HCP land cover types or covered species. Furthermore, because the project site is less than two acres in size, it is considered a small project that would not contribute to a cumulative impact on nitrogen deposition/serpentine habitat/Bay checkerspot butterfly, and therefore will not be required to pay nitrogen deposition fees.

3.5 CULTURAL RESOURCES

Setting

A preschool building, playground, and parking lot currently exist on the site. The preschool building was constructed as a single-family dwelling but was subsequently converted into a preschool in the 1980s. The project is located within a mapped archeologically-sensitive area, but is not located near any creeks or riparian areas where archeological remains are most likely to occur.

Applicable Plans, Policies, and Regulations

Section 15064.5 of the State CEQA Guidelines specifies procedures to be used in the event of an unexpected discovery of Native American human remains on nonfederal land. These procedures are outlined in PRC Sections 5097 and 5097.98. These codes protect such remains from disturbance, vandalism, and inadvertent destruction, establish procedures to be implemented if Native American skeletal remains are discovered during construction of a project, and establish the Native American Heritage Commission (NAHC) as the authority to resolve disputes regarding disposition of such remains.

The California Native American Historical, Cultural and Sacred Sites Act applies to both State and private lands. The Act requires that upon discovery of human remains, construction or excavation activity cease and the county coroner be notified. If the remains are of a Native American, the coroner must notify the NAHC. The NAHC then notifies those persons most likely to be related to the Native American remains. The Act stipulates the procedures that the descendants may follow for treating or disposing of the remains and associated grave goods.

Various policies in the City's *Envision San José 2040 General Plan* have been adopted for the purpose of reducing or avoiding impacts related to cultural resources, as listed below:

> *Policy ER-10.2:* Recognizing that Native American human remains may be encountered at unexpected locations, impose a requirement on all development permits and tentative subdivision maps that upon discovery during construction, development activity will cease until professional archaeological examination confirms whether the burial is human. If the remains are determined to be Native American, applicable state laws shall be enforced.
>
> *Policy ER-10.3:* Ensure that City, State, and Federal historic preservation laws, regulations, and codes are enforced, including laws related to archaeological and paleontological resources, to ensure the adequate protection of historic and pre-historic resources.

Environmental Checklist

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
a. Cause a substantial adverse change in the significance of an historical resource as defined in §15063.5?	☐	☐	☐	☒	2 & 3
b. Cause a substantial adverse change in the significance of an archaeological resource as defined in §15063.5?	☐	☐	☒	☐	

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
c. Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?	☐	☐	☒	☐	
d. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐	

Impacts Evaluation

a. **No impact.** The existing structure was built as a single-family residence but was subsequently converted into a pre-school/daycare. The structure is not listed on the City's Historic Resources Inventory.

b.,c. **Less than significant impact.** The proposed General Plan amendment to change the current land use designation of "Neighborhood/Community Commercial" to "Residential Neighborhood" will not result in any excavation or other forms of development and therefore will not have a potential to affect cultural resources. Furthermore, any future development will be required to adhere to General Plan Policies ER-10.2 and ER-10.3 (above) and Standard Project Conditions for the discovery of potential resources and human remains. Therefore, the proposed General Plan amendment would not result in impacts on cultural resources.

3.6 GEOLOGY AND SOILS

Setting

The project site is located in northern Santa Clara Valley, which is bounded by the Diablo Range to the east and the Santa Cruz Mountains to the west. The project site is flat (about 2% slope) and is located at least 1,400 feet away from hillside areas. The site is located in a region that contains active earthquake faults, including the San Andreas, Hayward, and Calaveras. However, the site is not located within a State of California Earthquake Fault Hazard Zone (1982) for active faulting, a City of San José Fault Hazard Zone (1983), or a Santa Clara County Geologic Hazard Zone for potential fault rupture hazard (2002). However, the site is not located in a mapped Geological Hazard area or a Liquefaction Zone.

Applicable Plans, Policies, and Regulations

Various policies in the City's General Plan have been adopted for the purpose of avoiding or mitigating geology and soil impacts resulting from planned development within the City. All future development allowed by the proposed land use designations would be subject to the geology and soil policies listed in the City's General Plan, including the following:

Policy EC-3.1: Design all new or remodeled habitable structures in accordance with the most recent California Building Code and California Fire Code as amended locally and adopted by the City of San José, including provisions regarding lateral forces.

Policy EC-3.2: Within seismic hazard zones identified under the Alquist-Priolo Fault Zoning Act, California Seismic Hazards Mapping Act and/or by the City of San José, complete geotechnical and geological investigations and approve development proposals only when the severity of seismic hazards have been evaluated and appropriate mitigation measures are provided as reviewed and approved by the City of San José Geologist. State guidelines for evaluating and mitigating seismic hazards and the City-adopted California Building Code will be followed.

Policy EC-4.1: Design and build all new or remodeled habitable structures in accordance with the most recent California Building Code and municipal code requirements as amended and adopted by the City of San José, including provisions for expansive soil, and grading and storm water controls.

Policy EC-4.4: Require all new development to conform to the City of San José's Geologic Hazard Ordinance.

Policy EC-4.5: Ensure that any development activity that requires grading does not impact adjacent properties, local creeks and storm drainage systems by designing and building the site to drain properly and minimize erosion. An Erosion Control Plan is required for all private development projects that have a soil disturbance of one acre or more, are adjacent to a creek/river, and/or are located in hillside areas. Erosion Control Plans are also required for any grading occurring between October 15 and April 15.

Policy EC-4.7: Consistent with the San José Geologic Hazard Ordinance, prepare geotechnical and geological investigation reports for projects in areas of known concern to address the implications of irrigated landscaping to slope stability and to determine if hazards can be adequately mitigated.

Environmental Checklist

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					1, 2, 3, 4 & 7

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
1. Rupture of a known earthquake fault, as described on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☐	☐	☐	☒	
2. Strong seismic ground shaking?	☐	☐	☒	☐	
3. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐	
4. Landslides?	☐	☐	☐	☒	
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒	
c. Be located on a geologic unit or soil that is unstable, or that will become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒	
d. Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property?	☐	☐	☐	☒	
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒	

Impacts Evaluation

a.1.. **No impact.** The site is not located in close proximity to a known earthquake fault.

a.2-3. **Less than significant impact.** The site is not located within a Geologic Hazard Zone or Liquefaction Zone. However, the project site is located within the seismically active San Francisco region, which requires that the building be designed and built in conformance with the requirements of the 1997 Uniform Building Code for Seismic Zone 4. The potential for geologic and soils impacts resulting from conditions on the site can be mitigated by utilizing standard engineering and construction techniques. As the project includes these required measures, the potential for seismic impacts will be less than significant.

a.4. **No impact.** The site is flat and is located away from hilly terrain where landside risks are present.

b. **Less than significant impact.** Any development in conformance with the new General Plan Land Use designation will require demolition, pavement removal, and grading that could result in a temporary increase in erosion. This increase in erosion is expected to be minor due

to the small size and flatness of the site. The project will implement the standard project conditions for erosion control during construction.

c., d. **Less than significant impact.** The project site is not located on a geologic unit or soil that is unstable. Liquefaction potential on the site is low as the site is not located within a mapped Liquefaction Zone. Any future construction will be designed and constructed in accordance with the recommendations of any geotechnical investigations prepared for the development, and will be required to comply with the most recent California Building Code.

e. **No impact.** The project site does not include any septic systems. Future development would tie into the City's existing sanitary sewer system.

3.7 GREENHOUSE GAS EMISSIONS

Setting

Various gases in the earth's atmosphere, classified as atmospheric greenhouse gases (GHGs), play a critical role in determining the earth's surface temperature. Solar radiation enters the atmosphere from space and a portion of the radiation is absorbed by the earth's surface. The earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation. Greenhouse gases, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, this radiation that otherwise would have escaped back into space is retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect. Among the prominent GHGs contributing to the greenhouse effect, or climate change, are carbon dioxide (CO_2), methane (CH_4), ozone (O_3), water vapor, nitrous oxide (N_2O), and chlorofluorocarbons (CFCs). Human-caused emissions of these GHGs in excess of natural ambient concentrations are responsible for enhancing the greenhouse effect. In California, the transportation sector is the largest emitter of GHGs, followed by electricity generation.

Environmental Checklist

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐	3 & 4
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐	

Impacts Evaluation

a.,b. Less than significant impact. The Bay Area Air Quality Management District (BAAQMD) developed screening criteria for GHG emissions in their 2011 CEQA Air Quality Guidelines based on the Urban Land Use Emissions Model (URBEMIS). Projects below the applicable screening criteria would not exceed the 1,100 MT of CO_2e per year threshold of significance for GHG emissions. The proposed General Plan Amendment to Residential Neighborhood would allow future construction of single-family residences on the site. For single-family developments, the applicable screening criteria is 56 dwelling units. The maximum development allowed under the proposed Residential Neighborhood designation is 8 dwelling units per acre, or a density consistent with the surrounding neighborhood. Based on the size and layout of the parcel and the density of the surrounding neighborhood, development at the maximum density would result in up to 5 single-family residences. This is significantly below BAAQMD's GHG screening criteria for single-family residential developments, which is 56 units. Therefore, the project will not result in a significant increase in GHG emissions. The project will not conflict with any other applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Future development will comply with General Plan Policies established for the purpose of reducing GHG emissions.

3.8 HAZARDS AND HAZARDOUS MATERIALS

Setting

The project site is currently occupied by a preschool that was formerly a single-family residence. The site is located in a predominately residential area and surrounded by single-family houses. Like most of the Santa Clara Valley, the site was likely used for agricultural purposes prior to being developed with a single-family house in the 1960s.

The site is not listed on any local, statewide, or federal hazardous materials databases. A Unocal 76 gas station is located approximately 400 feet to the west of the project site at 1331 Redmond Avenue. This gas station was the site of a leaky underground storage tank (LUST) case that was successfully remediated in 1991

Applicable Plans, Policies, and Regulations

Hazardous materials encompass a wide range of substances, some of which are naturally-occurring and some of which are man-made. Examples include pesticides, herbicides, petroleum products, metals (e.g., lead, mercury, arsenic), asbestos, and chemical compounds used in manufacturing. Determining if such substances are present on or near project sites is important because, by definition, exposure to hazardous materials above regulatory thresholds can result in adverse health effects on humans, as well as harm to plant and wildlife ecology.

Due to the fact that these substances have properties that are toxic to humans and/or the ecosystem, there are multiple regulatory programs in place that are designed to minimize the

chance for unintended releases and/or exposures to occur. Table 2 summarizes many of these regulations.

Table 2: Regulation of Hazardous Materials

Agency	Responsibilities
U.S. Environmental Protection Agency (EPA)	Oversees Superfund sites; evaluates remediation technologies; develops standards for hazmat disposal & cleanup of contamination; implements Clean Air & Clean Water Acts.
U.S. Department of Transportation (DOT)	Regulates and oversees the transportation of hazardous materials.
U.S. Occupational Safety & Health Administration (OSHA)	Implements federal regulations and develops protocol regarding the handling of hazmat for the protection of workers.
CA Department of Toxic Substances Control (DTSC)	Authorized by EPA to implement & enforce various federal hazmat laws & regulations; implements state hazmat regulations; oversees remediation of contamination at various sites.
CA Occupational Safety & Health (Cal-OSHA)	Implements state regulations and develops protocol regarding the handling of hazmat for the protection of workers.
CA Air Resources Board/Bay Area Air Quality Management District (BAAQMD)	Regulates emissions of toxic air contaminants & requires public dissemination information regarding the risk of such emissions.
CA Water Resources Control Board/Regional Water Quality Control Board (RWQCB)	Regulates the discharge of hazmat to surface and ground waters; oversees remediation of contamination at various sites.
Santa Clara County Department of Environmental Health (SCCDEH)	Oversees & enforces state/local regulations pertaining to hazardous waste generators and risk management programs, including the California Accidental Release Program.
City of San José Fire Department (SJFD)	Implements City's Toxic Gas and Hazardous Material Storage Ordinances; requires businesses that use or store hazmat to prepare a management plan; regulates installation & removal of above- and below-ground storage tanks; reviews plans for compliance with the Uniform Fire and the Flammable & Combustible Liquids Codes.

In addition to the above regulations, various policies in the City's General Plan have been adopted for the purpose of avoiding or mitigating hazards and hazardous materials impacts resulting from planned development within the City. All future development allowed by the proposed land use designation changes will be subject to the hazards and hazardous materials policies of the City's General Plan, including the following:

> *Policy MS-13.2:* Construction and/or demolition projects that have the potential to disturb asbestos (from soil or building material) shall comply with all the requirements of the California Air Resources Board's air toxics control measures (ATCMs) for Construction, Grading, Quarrying, and Surface Mining Operations.
>
> *Policy EC-7.1:* For development and redevelopment projects, require evaluation of the proposed site's historical and present uses to determine if any potential environmental conditions exist that could adversely impact the community or environment.
>
> *Policy EC-7.2:* Identify existing soil, soil vapor, groundwater and indoor air contamination and mitigation for identified human health and environmental hazards to

future users and provide as part of the environmental review process for all development and redevelopment projects. Mitigation measures for soil, soil vapor and groundwater contamination shall be designed to avoid adverse human health or environmental risk, in conformance with regional, state and federal laws, regulations, guidelines and standards.

*Policy EC-7.4***:** On redevelopment sites, determine the presence of hazardous building materials during the environmental review process or prior to project approval. Mitigation and remediation of hazardous building materials, such as lead-paint and asbestos-containing materials, shall be implemented in accordance with state and federal laws and regulations.

Policy EC-7.5: On development and redevelopment sites, require all sources of imported fill to have adequate documentation that it is clean and free of contamination and/ or acceptable for the proposed land use considering appropriate environmental screening levels for contaminants. Disposal of groundwater from excavations on construction sites shall comply with local, regional, and state requirements.

Action EC-7.10: Require review and approval of grading, erosion control and dust control plans prior to issuance of a grading permit by the Director of Public Works on sites with known soil contamination. Construction operations shall be conducted to limit the creation and dispersion of dust and sediment runoff.

Action EC-7.11: Require sampling for residual agricultural chemicals, based on the history of land use, on sites to be used for any new development or redevelopment to account for worker and community safety during construction. Mitigation to meet appropriate end use such as residential or commercial/industrial shall be provided.

Environmental Checklist

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐	7
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐	
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐	

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, will it create a significant hazard to the public or the environment?	☐	☐	☐	☒	
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, will the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒	
f. For a project within the vicinity of a private airstrip, will the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒	
g. Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒	
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒	

Impacts Evaluation

a., b. **Less than significant impact.** The area around the project site has a history of agricultural uses, and therefore soils may contain residual pesticides and herbicides. Furthermore, the existing structure was constructed in 1962 and may contain asbestos and/or lead based paint. Any future redevelopment of the site in accordance with the proposed Residential Neighborhood General Plan Land Use designation will be required to comply with Envision San Jose 2040 General Plan Policies for the evaluation, remediation, and transport of any hazardous substances, particularly Policies MS-13.2, EC-7.1, EC-7.2, EC-7.5, EC-7.10, and EC-7.11 (listed above). Furthermore, in conformance with State and Local laws, a visual inspection/pre-demolition survey, and possible sampling, will be conducted prior to the demolition of on-site structures to determine the presence of asbestos-containing materials and/or lead-based paint. Demolition done in conformance with these Federal, State and Local laws and regulations, will avoid significant exposure of construction workers and/or the public to asbestos and lead-based paint. Compliance with these policies will reduce any potential on site hazards to a less than significant level.

c. **Less than significant impact.** The site is located about 500 feet west of the Los Alamitos Elementary School. As discussed in the response to checklist items “a” and “b” above, any future redevelopment of the site will be required to comply with Envision San Jose 2040 Policies for the evaluation, remediation, and transport of hazardous materials.

d. **No impact.** The project is not currently included on the State Department of Toxic Substance Control's (DTSC) Hazardous Waste and Substances Site List (Cortese List), nor is the site listed on other federal, state or local hazardous materials databases.

e. - f. **No impact.** The project site is not located within the boundaries of an airport land use plan, and is not located within two miles of any public use airport or private airstrip.

g. **No impact.** The project will not impair implementation or physically interfere with an adopted emergency evacuation plan or emergency response plan, as any future redevelopment will be required to comply with San Jose Fire Department Requirements.

h. **No impact.** The site is not located within the urban/wildland interface and is surrounded by existing urban development.

3.9 HYDROLOGY AND WATER QUALITY

Setting

There are no waterways present on the project site or immediate vicinity. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), the project site is located within Flood Zone D, indicating that the property is not in a 100-year or a 500-year flood zone.

Applicable Plans, Policies, and Regulations

Various policies in the City's General Plan have been adopted for the purpose of avoiding or mitigating hydrology impacts resulting from planned development within the City. All future development allowed by the proposed land use designation changes will be subject to the hydrology policies of the City's General Plan, including the following:

Policy ER-8.1: Manage stormwater runoff in compliance with the City's Post-Construction Urban Runoff (6-29) and Hydromodification Management (8-14) Policies.

*Policy ER-8.3***:** Ensure that private development in San José includes adequate measures to treat stormwater runoff.

Policy ER-8.4: Assess the potential for surface water and groundwater contamination and require appropriate preventative measures when new development is proposed in areas where storm runoff will be directed into creeks upstream from groundwater recharge facilities.

Policy ER-8.5: Ensure that all development projects in San José maximize opportunities to filter, infiltrate, store and reuse or evaporate stormwater runoff onsite.

Policy ER-9.2: In consultation with the SCVWD restrict or carefully regulate public and private development in upland areas to prevent uncontrolled runoff that could impact the health and stability of streams.

Policy EC-4.1: Design and build all new or remodeled habitable structures in accordance with the most recent California Building Code and municipal code requirements as amended and adopted by the City of San José, including provisions for expansive soil, and grading and storm water controls.

Policy EC-5.7: Allow new urban development only when mitigation measures are incorporated into the project design to ensure that new urban runoff does not increase flood risks elsewhere.

Action EC-5.16: Implement the Post-Construction Urban Runoff Management requirements of the City's Municipal NPDES Permit to reduce urban runoff from project sites.

Policy IN-3.9: Require developers to prepare drainage plans that define needed drainage improvements for proposed developments per City standards.

In addition to the policies above, future redevelopment of the site will be required to comply with two City Council Policies on stormwater runoff and modification. The City's Post-Construction Urban Runoff Management Policy (6-29) establishes specific requirements to minimize and treat stormwater runoff from new and redevelopment projects, while the City's Post-Construction Hydromodification Management Policy (8-14) establishes an implementation framework for incorporating measures to control hydromodification impacts from development projects.

Environmental Checklist

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
a. Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐	1, 2, 3, 5 & 7
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there will be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells will drop to a level which will not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒	

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which will result in substantial erosion or siltation on-or off-site?	☐	☐	☒	☐	
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which will result in flooding on-or off-site?	☐	☐	☒	☐	
e. Create or contribute runoff water which will exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐	
. f. Otherwise substantially degrade water quality?	☐	☐	☒	☐	
g. Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒	
h. Place within a 100-year flood hazard area structures which will impede or redirect flood flows?	☐	☐	☐	☒	
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒	
j. Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒	

Figure 7
Mancuso Roadway and Roadside Improvements

Mancuso Street right-of-way showing curb, gutter and sidewalk on the west side and lack of roadside improvements on the east side where the project property is located. (The chain link fence at right is on the project property.)

Impacts Evaluation

a. **Less than significant impact.** Any proposed residential project built in conformance with the new Residential Neighborhood land use designation will not violate any water quality standards or waste discharge requirements as described in c - e) below.

b. **No impact.** The project will not deplete or otherwise affect groundwater supplies or recharge, since the project is not located within a groundwater recharge area.

c.-e. **Less than significant impact.** Future construction related to redevelopment of the site will require demolition, pavement removal, and grading activities that could result in a temporary increase in erosion affecting the quality of storm water runoff. This increase in erosion is expected to be minimal, due to the small size and flatness of the site. Any future redevelopment of the project site will implement standard measures, as described below, to minimize erosion and water quality impacts.

Any future construction or demolition activity that results in land disturbance equal to or greater than one acre must comply with the Construction General Permit (CGP), administered by the State Water Resources Control Board (SWRCB). The CGP requires the installation and maintenance of Best Management Practices (BMPs) to protect water quality until the site is stabilized.

If the project is subject to the CGP, prior to the commencement of construction or demolition, the project must file a Notice of Intent (NOI) with the SWRCB and develop, implement and maintain a Storm Water Pollution Prevention Plan (SWPPP) to control the discharge of stormwater pollutants associated with construction activities.

All development projects, whether subject to the CGP or not, shall comply with the City of San Jose's Grading Ordinance, which requires the use of erosion and sediment controls to protect water quality while the site is under construction. Prior to the issuance of a permit for grading activity occurring during the rainy season (October 15 to April 15), the project will submit to the Director of Public Works an Erosion Control Plan detailing BMPs that will prevent the discharge of stormwater pollutants.

Water Quality-Post Construction

The City of San José is required to operate under a Municipal Stormwater NPDES Permit to discharge stormwater from the City's storm drain system to surface waters. On October 14, 2009, the San Francisco Bay Regional Water Quality Control Board adopted the San Francisco Bay Region Municipal Regional Stormwater NPDES Permit (MRP) for 76 Bay Area municipalities, including the City of San José.

The Municipal Regional Permit (NPDES Permit No. CAS612008) mandates the City of San José, through its development review authority, require stormwater management measures such as Site Design, Pollutant Source Control and Treatment measures are included in new and redevelopment projects to minimize and properly treat stormwater runoff.

Provision C.3 of the MRP regulates the following types of development projects;

- projects that create or replace 10,000 square feet or more of impervious surface;
- Special Land Use Categories[1] that create or replace 5,000 square feet or more of impervious surface.

The MRP requires regulated projects to include Low Impact Development (LID) practices, such as pollutant source control measures and stormwater treatment features aimed to maintain or restore the site's natural hydrologic functions. The MRP also requires that stormwater treatment measures are properly installed, operated and maintained.

Future redevelopment will create or replace impervious surface. Based its size and land use, future development will likely be required to comply with the LID stormwater management requirements of Provision C.3 of the Municipal Regional Permit.

[1] Special Land Use Categories are defined as uncovered parking areas (stand-alone or part of another use), restaurants, auto service facilities, and retail gasoline outlets.

The Municipal Regional Permit also requires regulated projects to include measures to control hydromodification impacts where the project would otherwise cause increased erosion, silt pollutant generation, or other adverse impacts to local rivers and creeks. Development projects that create and/or replace one acre or more of impervious surface and are located in a subwatershed or catchment that is less than 65% impervious, must manage increases in runoff flow and volume so that post-project runoff shall not exceed estimated pre-project rates and durations.

The City has developed policies that implement Provision C.3, consistent with the Municipal Regional Permit. The City's Post-Construction Urban Runoff Management Policy (6-29) establishes specific requirements to minimize and treat stormwater runoff from new and redevelopment projects. The City's Post-Construction Hydromodification Management Policy (8-14) establishes an implementation framework for incorporating measures to control hydromodification impacts from development projects.

Implementation of the following standard conditions, consistent with NPDES Permit and City Policy requirements, will reduce potential construction and post-construction impacts to surface water quality to less than significant levels:

Construction Measures

- Prior to the commencement of any clearing, grading or excavation, the project shall comply with the State Water Resources Control Board's National Pollutant Discharge Elimination System (NPDES) Construction General Permit, as follows:

    1. The applicant shall file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB).
    2. The applicant shall develop, implement and maintain a Storm Water Pollution Prevention Plan (SWPPP) to control the discharge of stormwater pollutants including sediments associated with construction activities. The SWPPP shall identify current construction-period Best Management Practices, as described in the CASQA Construction Handbook (August 2011).

- The project applicant shall comply with the City of San Jose Grading Ordinance, including implementing erosion and dust control during site preparation and with the City of San Jose Zoning Ordinance requirements for keeping adjacent streets free of dirt and mud during construction.

- Typical measures that will be implemented to prevent stormwater pollution and minimize potential sedimentation during construction include but are not limited to:

    1. Utilize on-site sediment control BMPs to retain sediment on the project site;
    2. Utilize stabilized construction entrances and/or wash racks;
    3. Implement damp street sweeping;
    4. Provide temporary cover of disturbed surfaces to help control erosion during construction;
    5. Provide permanent cover to stabilize the disturbed surfaces after construction has been completed.

Post-Construction

- The project shall comply with applicable provisions of the following City Policies: City Council Policy 6-29 Post-Construction Urban Runoff Management and City Council Policy 8-14 Post-Construction Hydromodification Management.
- Details of specific Site Design, Pollutant Source Control, and Stormwater Treatment Control Measures demonstrating compliance with Provision C.3 of the Municipal Regional Stormwater Permit (NPDES Permit Number CAS612008), shall be included in the project design, to the satisfaction of the Director of Planning, Building and Code Enforcement.

Future redevelopment of the site will be required to comply with the above standards, and therefore will reduce potential stormwater and erosion impacts to a less than significant level.

f. **Less than significant impact.** As discussed under impacts c – e, above, future redevelopment of the site will be required to comply with all applicable stormwater and water pollution control requirements.

g., h. **No impact.** Based on the effective FEMA Flood Insurance Rate Maps for the City of San Jose, the project site is not located within a 100-year floodplain and would therefore have no impact on 100-year flows and would not expose people to flood hazards associated with the 100-year flood.

i. **No impact.** The project site is not located within an area that is subject to flooding due to dam failure.

j. **No impact.** The site is not subject to seiche or tsunami.

3.10 LAND USE

Setting

A preschool is located on the project property. This use has occurred since 1993 when a Use Permit was approved for the use. The project parcel is surrounded by other developed properties. Adjoining properties are in single-family residential use which is the predominant land use in the neighborhood. Other proximate land uses include the Almaden Plaza, a commercial center, which is located at the intersection of Redmond Avenue and Meridian Avenue 450 feet west of the site. The Shepard of the Valley Lutheran Church is located on the north side of Redmond Avenue about 1 foot east of the northeast corner of the project parcel. The Los Alamitos Elementary school property is located on the south side of Redmond Avenue 935 feet east of the project property. (The address is 6130 Silberman Drive.) A Christian Elementary school is located farther east on Redmond Avenue. All other nearby uses are single-family residential.

The majority of the neighborhood is designated by the General Plan as “Residential Neighborhood” which reflects the dominant land use of the area. (Refer to Figure 6 on page 26.) Similarly, the majority of the neighborhood is zoned for single-family residential zonings— with “R-1-5” and “R-1-8” zoning predominating. (Refer to Figure 7 on page 27.) The zoning of most

area properties is consistent with their General Plan land use designations. This is not true for the project property. It is zoned "R-1-5" (Single-family Residential with a minimum parcel size of 5,000 sq. ft.), but the property has a land use designation of "Neighborhood/Community Commercial" to reflect the current use of the site as a private preschool.

Applicable Plans, Policies, and Regulations

Many of the policies in the City's General Plan have been adopted for the purpose of avoiding or mitigating land use impacts resulting from planned development within the City. All future development allowed by the proposed land use designations would be subject to the land use policies of the City's General Plan, including the following:

> *Policy LU-1.1:* Encourage Walking. Create safe, attractive, and accessible pedestrian connections between developments and to adjacent public streets to minimize vehicular miles traveled.
>
> *Policy LU-1.2:* Create safe, attractive, and accessible pedestrian connections between developments and to adjacent public streets to minimize vehicular miles traveled.
>
> *Policy LU-4.1:* Retain existing commercial lands to provide jobs, goods, services, entertainment, and other amenities for San José's workers, residents, and visitors.
>
> *Goal LU-8:* Maintain Appropriately Designated Employment Areas for a Mix of Industrial and Compatible Commercial Uses.
>
> *Policy LU-9.5:* Require that new residential development be designed to protect residents from potential conflicts with adjacent land uses.
>
> *Policy LU-9.7:* Ensure that new residential development does not impact the viability of adjacent employment uses that are consistent with the *Envision General Plan* Land Use / Transportation Diagram.
>
> *Policy LU-9.17:* Limit residential development in established neighborhoods that are not identified growth areas to projects that conform to the site's Land Use / Transportation Diagram designation and meet Urban Design policies in this Plan.
>
> *Policy LU-11.6:* For new infill development, match the typical lot size and building form of any adjacent development, with particular emphasis given to maintaining consistency with other development that fronts onto a public street to be shared by the proposed new project. As an exception, for parcels already developed with more than one dwelling unit, new development may include up to the same number of dwelling units as the existing condition. The form of such new development should be compatible with and, to the degree feasible, consistent with the form of the surrounding neighborhood pattern.

In addition to the policies of the San José General Plan, future development allowed by the proposed land use designations would be required to comply with the San José Residential

Design Guidelines, which includes parameters for setbacks, building design, landscaping, screening, and lighting, all of which are factors in ensuring land use compatibility.

Environmental Checklist

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
a. Physically divide an established community?	☐	☐	☐	☒	1, 2, 3, 4, 14 & 16
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐	
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒	

Impacts Evaluation

a. **No impact.** Projects that have the potential to physically divide an established community include new freeways and highways, major arterials streets, and railroad lines. Any future redevelopment of the site would provide infill housing within an existing residential neighborhood, and would therefore not physically divide an established community but rather provide a completion of that community.

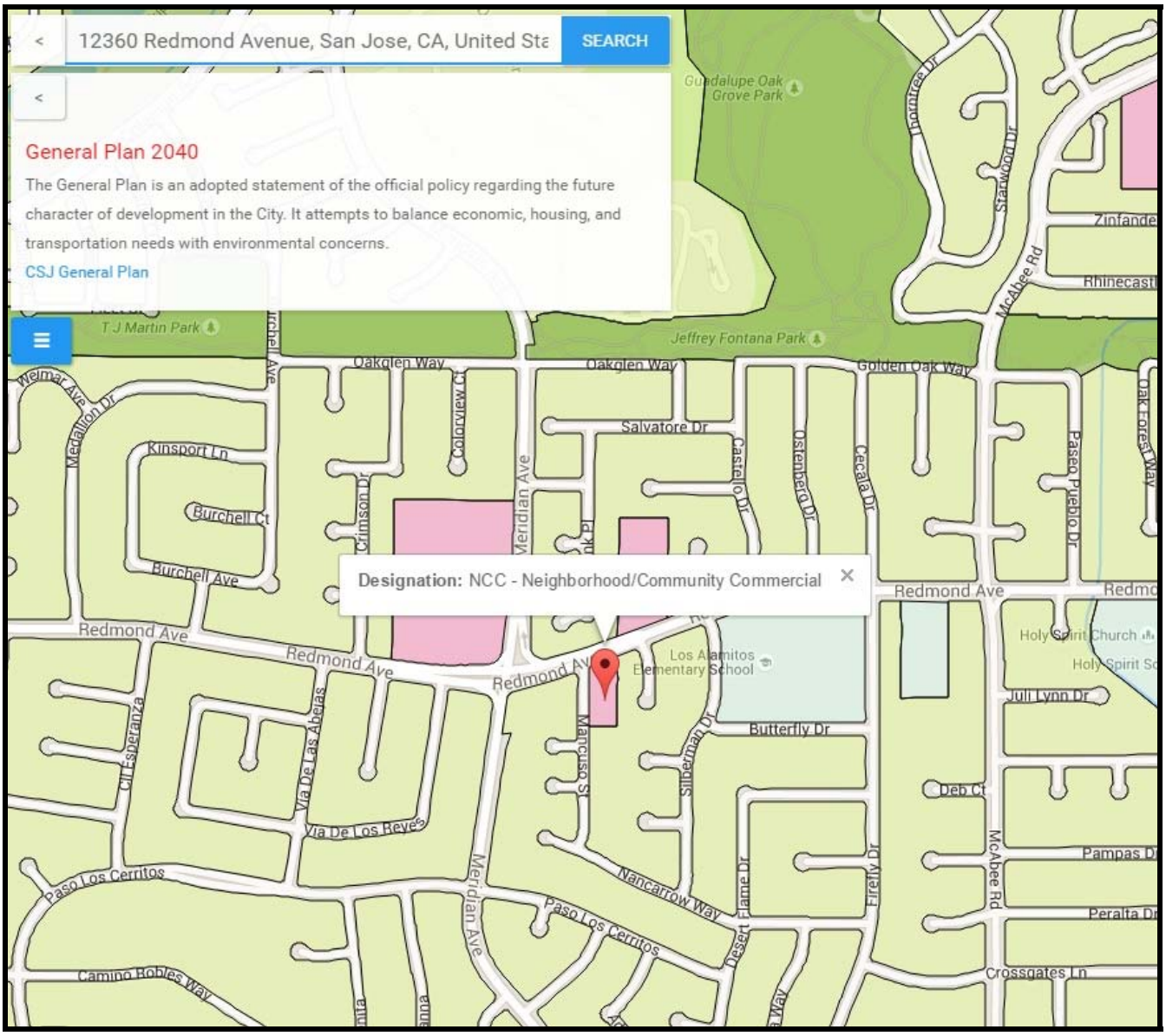
b. **Less than significant impact.** The project will change the project site's current General Plan Transportation Diagram Land Use designation from "Neighborhood/Community Commercial" to "Residential Neighborhood". This change will not conflict with General Plan policies and goals for the purpose of avoiding or mitigating an environmental effect.

Future development on the site will be subject to architectural and site design review by the City at the Development Permit stage. Such review will include conformance with the City's adopted Residential Design Guidelines. The Guidelines are intended to ensure that new development is compatible with existing neighborhood character and does not adversely impact neighboring residential uses. Therefore, a less than significant impact would occur as a result of the project.

c. **No impact.** The project site is subject to the Santa Clara Valley Habitat Conservation Plan. However, as discussed in the Biological Resources section under impact "f," the site contains no HCP land cover types or covered species. Nitrogen deposition impact fees will not apply because the project site is less than two acres in size.

Figure 8

Existing General Plan Land Use Designations in the Project Vicinity

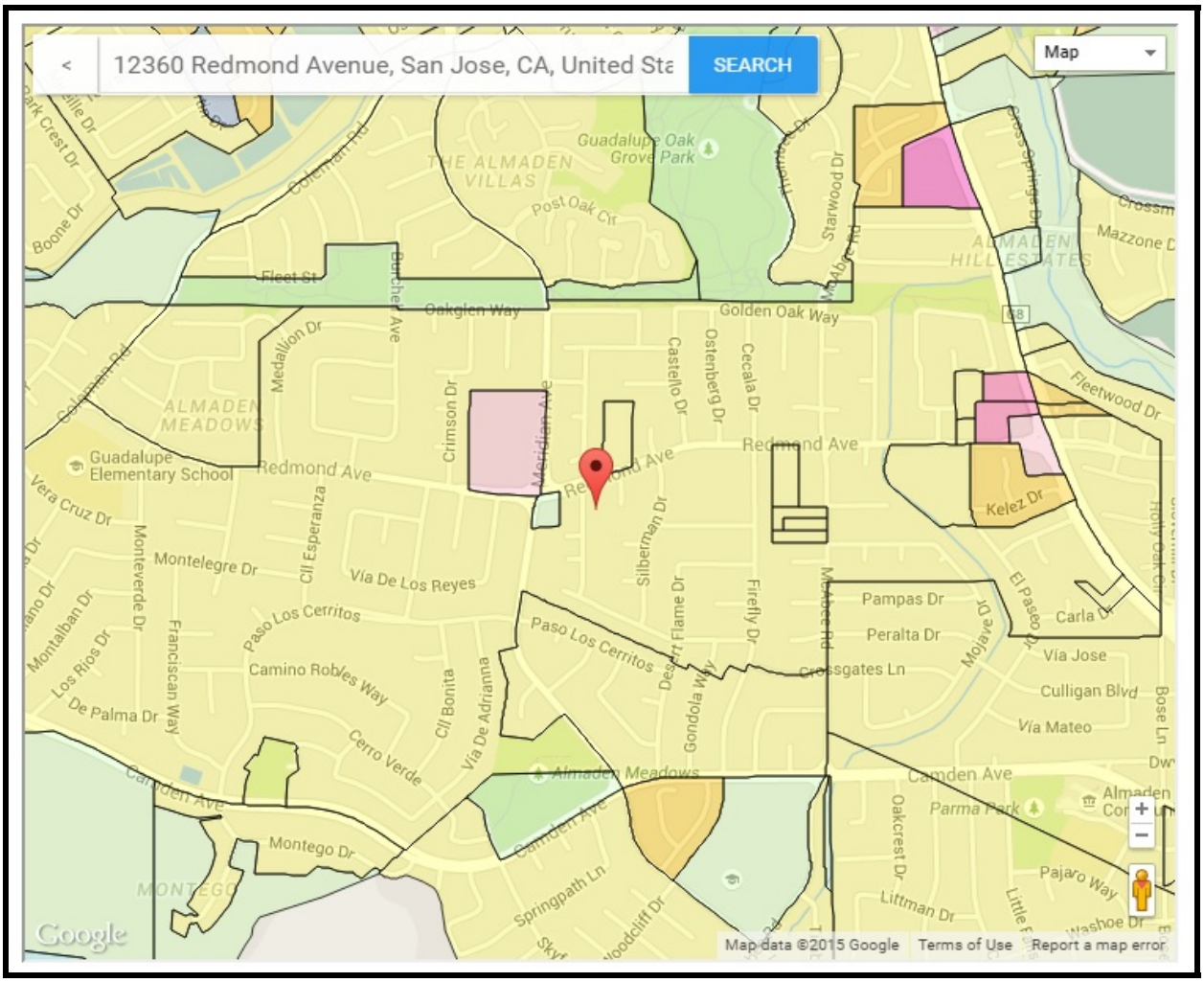


Source: City of San José website

Figure 9

Existing Zoning in the Project Vicinity

e



Source: City of San José website

The project property is shown in a light blue color, indicating “R-1-5” zoning, directly to the left of the red arrow on the map.

3.11 MINERAL RESOURCES

Setting

Under the Surface Mining and Reclamation Act of 1975 (SMARA), the State Mining and Geology Board has designated only the Communications Hill Area of San José as containing mineral deposits of regional significance for aggregate (Sector EE). There are no mineral resources in the project area. Neither the State Geologist nor the State Mining and Geology Board has classified any other areas in San José as containing mineral deposits that are of statewide significance or for which the significance requires further evaluation. Other than the Communications Hill area cited above, San José does not have mineral deposits subject to SMARA. The project site lies outside of the Communications Hill area.

Environmental Checklist

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
a. Result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state?	☐	☐	☐	☒	1, 3 & 4
Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒	

Impacts Evaluation

a. – b. No impact. The project site is outside of the Communications Hill area, and will therefore not result in a significant impact from the loss of availability of a known mineral resource.

3.12 NOISE

Setting

The project site is located within a residential neighborhood but is located about 300 feet to the east of Meridian Avenue, an arterial roadway with approximately 15,000 Average Daily Trips (based on 2005 counts performed by the City's Department of Transportation). The site is surrounded by a single-family neighborhood and is approximately 400 feet to the east of a shopping center on Meridian Avenue.

Applicable Plans, Policies, and Regulations

The City of San Jose Municipal Code restricts construction hours within 500 feet of a residential unit to the hours of 7:00 AM to 7:00 PM Monday through Friday, unless otherwise expressly allowed in a Development Permit or other planning approval.[2]

The Zoning Ordinance limits noise levels at any property line of residential properties to 55 dBA unless otherwise expressly allowed in a Development Permit or other planning approval. The Zoning Ordinance also limits noise emitted by stand-by/backup and emergency generators to 55 decibels at the property line of residential properties. The testing of generators is limited to 7:00 AM to 7:00 PM, Monday through Friday.

The Envision San José 2040 General Plan and the San José Municipal Code include the following criteria for land use compatibility and acceptable noise levels in the City:

> *Policy EC-1.1:* Locate new development in areas where noise levels are appropriate for the proposed uses. Consider federal, state and City noise standards and guidelines as a part of new development review. Applicable standards and guidelines for land uses in San José include:
>
> - Interior Noise Levels: The City's standard for interior noise levels in residences, hotels, motels, residential care facilities, and hospitals is 45 dBA DNL. Appropriate site and building design, building construction and noise attenuation techniques should be included in new development to meet this standard.
> - Exterior Noise Levels: The City's acceptable exterior noise level objective is 60 dBA DNL or less for residential and most institutional land uses (Table EC-1of the General Plan). The acceptable exterior noise level objective is established for the City, except in environs of the San José International Airport and the Downtown, as described below:
> - For new multi-family residential projects and for the residential component of mixed-use development, use a standard of 60 dBA DNL in usable outdoor activity areas, excluding balconies and residential stoops and porches facing existing roadways. Some common use areas that meet the 60 dBA DNL exterior standard will be available to all residents. Use noise attenuation techniques such as shielding by buildings and structures for outdoor common use areas. On sites subject to aircraft overflights or adjacent to elevated roadways, use noise attenuation techniques to achieve the 60 dBA DNEL standard for noise from sources other than aircraft and elevated roadway segments.
> - For single family residential uses, use a standard of 60 dBA DNL for exterior noise in private usable outdoor activity areas, such as backyards.
>
> *Policy EC-1.2:* Considers noise impacts significant if a project would increase noise levels on adjacent sensitive land uses including residences as follows:
>
> - Cause the DNL (Day-Night Sound Level) at noise sensitive receptors to increase by five dB DNL or more where the noise levels would remain "Normally Acceptable"; or

[2] The Municipal Code does not establish quantitative noise limits for demolition or construction activities occurring in the City.

- Cause the DNL at noise sensitive receptors to increase by three dB DNL or more where noise levels would equal or exceed the "Normally Acceptable" level.

Policy EC-1.7: Requires construction operations to use best available noise suppression devices and techniques and limit construction hours near residential uses per the City's Municipal Code. The City considers significant construction noise impacts to occur if a project located within 500 feet of residential uses or 200 feet of commercial or office uses would:

- Involve substantial noise generating activities (such as building demolition, grading, excavation, pile driving, use of impact equipment, or building framing) continuing for more than 12 months.

Policy EC-1.9: Noise studies are required for land use proposals where known or suspected loud intermittent noise sources occur which may impact adjacent existing or planned land uses. For new residential development affected by noise from heavy rail, light rail, BART or other single-event noise sources, mitigation will be implemented so that recurring maximum instantaneous noise levels do not exceed 50 dBA Lmax in bedrooms and 55 dBA Lmax in other rooms.

Policy EC-1.14: Require acoustical analyses for proposed sensitive land uses in areas with exterior noise levels exceeding the City's noise and land use compatibility standards to base noise attenuation techniques on expected General Plan traffic volumes to ensure land use compatibility and General Plan consistency.

Policy EC-2.1: Near light and heavy rail lines or other sources of ground-borne vibration, minimize vibration impacts on people, residences, and businesses through the use of setbacks and/or structural design features that reduce vibration to levels at or below the guidelines of the Federal Transit Administration. Require new development within 100 feet of rail lines to demonstrate prior to project approval that vibration experienced by residents and vibration sensitive uses would not exceed these guidelines.

In addition to the City's noise standards, Title 24, Part 2, of the California Building Code limits indoor noise from outdoor sources to DNL 45 dB in habitable rooms of attached housing. Projects exposed to an outdoor DNL greater than 60 dB require an acoustical analysis during the design phase showing that the proposed design will limit outdoor noise to the prescribed allowable interior level. Additionally, if windows must be closed to meet the interior standard, the design of future houses must also include a ventilation or air-conditioning system to provide a habitable interior environment. Title 24 Part 11, the CALGreen code, includes prescriptive sound insulation requirements for non-residential projects exposed to noise levels that regularly exceed 65 dB.

Environmental Checklist

Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐	1 & 3
b.Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒	
t. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐	
u. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐	
v. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, will the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒	
w. For a project within the vicinity of a private airstrip, will the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒	

Impacts Evaluation

a. **Less than significant impact.** Future redevelopment of the site will be required to comply with Envision San Jose 2040 noise Policies EC-1.1, EC-1.2, EC-1.9, and EC-1.14, Furthermore, standard construction techniques and the inclusion of mechanical ventilation will allow for further noise reductions in the interior of any future residences.

b. **No impact.** The site is not located near any significant generators of groundborne vibration and any future development of the site with single-family residences will not result in new groundborne vibration.

c. **Less than significant impact.** Future redevelopment of the site with single-family residences is not anticipated to result in a significant increase in additional noise above existing ambient noise levels. Compliance with General Plan Policies EC-1.2 and EC-1.7 will reduce any potential increase in ambient noise to a less than significant level.

d. **Less than significant impact.** Future redevelopment will be required to comply with Standard Project Conditions for construction noise in the Municipal Code and General Plan Policy EC-1.7, which will reduce future construction noise to a less than significant level.

e., f. **No impact.** The project site is not located within the boundaries of an airport land use plan, and is not located within two miles of any public use airport or private airstrip.

3.13 POPULATION AND HOUSING

Setting

The project site is currently developed with a pre-school and is surrounded by an existing single-family residential neighborhood.

Environmental Checklist

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐	1 & 8
Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	
Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	

Impacts Evaluation

a. **Less than significant impact.** The proposed General Plan Amendment would change the site's Land Use designation to Residential Neighborhood. Future development in accordance with the Residential Neighborhood Land Use designation would allow development of up to eight dwelling units per acre or at a density similar to the surrounding single-family residential neighborhood. Development at these densities will not induce substantial population growth above the existing number of residents on the site.

b., c. **No impact.** The site is developed with a preschool, so any future redevelopment will not displace housing units or residents.

3.14 PUBLIC SERVICES

Setting

The project site is located within the City of San Jose City limits and is served by the San Jose Fire Department, the San Jose Police Department, and the San Jose Unified School District. The fire station closest to the project site is Station 22 located at 6461 Bose Lane with a road travel distance of 1.33 miles east of the site. Public elementary school education for the neighborhood is provided at Los Alamitos Elementary School which is located 935 feet east of the site at 6130 Silberman Drive. The project site is within attendance area of Castillero Middle School located at 6284 Leyland Park Drive and Leland High School located at 6677 Camden Avenue.

Applicable Plans, Policies, and Regulations

All future development allowed by the proposed land use designation changes will be subject to the Envision San Jose 2040 General Plan policies that offset the demand created by residential development upon schools and parkland, respectively:

> *Policy FS-5.6:* When reviewing major land use or policy changes, consider the availability of police and fire protection, parks and recreation and library services to the affected area as well as the potential impacts of the project on existing service levels.
>
> *Policy FS-5.7:* Encourage school districts and residential developers to engage in early discussions regarding the nature and scope of proposed projects and possible fiscal impacts and mitigation measures early in the project planning stage, preferably immediately preceding or following land acquisition.
>
> *Policy PR-1.1:* Provide 3.5 acres per 1,000 population of neighborhood/community serving parkland through a combination of 1.5 acres of public park and 2.0 acres of recreational school grounds open to the public per 1,000 San José residents.
>
> *Policy PR-1.2:* Provide 7.5 acres per 1,000 population of citywide/regional park and open space lands through a combination of facilities provided by the City of San José and other public land agencies.
>
> *Policy PR-1.3:* Provide 500 square feet per 1,000 population of community center space.
>
> *Policy ES-3.8:* Use the Land Use / Transportation Diagram to promote a mix of land uses that increase visibility, activity and access throughout the day and to separate land uses that foster unsafe conditions.
>
> *Policy ES-3.11:* Ensure that adequate water supplies are available for fire-suppression throughout the City. Require development to construct and include all fire suppression infrastructure and equipment needed for their projects.

Environmental Checklist

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					5, 8, 10, 11, 12 & 15
1. Fire Protection?	☐	☐	☒	☐	
2. Police Protection?	☐	☐	☒	☐	
3. Schools?	☐	☐	☒	☐	
4. Parks?					
5. Other Public Facilities?					

Impacts Evaluation

a. **Less than significant impact.** The project site is located in an urbanized area of San Jose, and well served by existing Fire, Police, School, Park and other Public Facilities. The site is served by Fire Station 22 located about 1.33 miles east of the site. No additional Fire or Police personnel or equipment are necessary to serve the proposed project.

As required by California Government Code Section 53080, any future redevelopment which results in an increase in the number of housing units will be required to pay a school impact fee to offset the increased demands on school facilities caused by the project. Therefore, the project will have a less than significant impact on school facilities.

The closest parks are the Guadalupe Oak Grove Park, a 63-acre park located 1,600 feet north of the site bordering Golden Oak Way, and the Almaden Meadows Park located 2,200 feet to the south at the intersection of Meridian and Camden Avenues. Any redevelopment of the project site may result in an increase in residents and therefore an increase in park users. However, the assessment of park in-lieu fees at the time of redevelopment will reduce any additional use to a less than significant level.

3.15 RECREATION

Setting

The project site neighborhood contains several City parks. The closest are the Guadalupe Oak Grove Park, a 63-acre park located 1,600 feet north of the site bordering Golden Oak Way, and the Almaden Meadows Park located 2,200 feet to the south at the intersection of Meridian and Camden Avenues. The linear open space portion of Almaden Lake Park is located 1 mile east of the site.

Applicable Plans, Policies, and Regulations

All future development allowed by the proposed land use designation change will be subject to the City of San José Parkland Dedication Ordinance (PDO) (Municipal Code Chapter 19.38) and Park Impact Ordinance (PIO). These ordinances require residential developers to dedicate public parkland or pay in-lieu fees, or both, to offset the demand for neighborhood parkland created by their housing developments. Each new residential project in the City is required to conform to both the PDO and PIO. Furthermore, new residential development shall comply with the following Envision San Jose 2040 General Plan Policies regarding recreation:

> *Policy PR-1.1:* Provide 3.5 acres per 1,000 population of neighborhood/community serving parkland through a combination of 1.5 acres of public park and 2.0 acres of recreational school grounds open to the public per 1,000 San José residents.
>
> *Policy PR-1.2:* Provide 7.5 acres per 1,000 population of citywide/regional park and open space lands through a combination of facilities provided by the City of San José and other public land agencies.
>
> *Policy PR-1.3:* Provide 500 square feet per 1,000 population of community center space.
>
> *Policy PR-2.5:* Spend, as appropriate, PDO/PIO fees for community serving elements (such as soccer fields, dog parks, sport fields, community gardens, community centers, etc.) within a 3-mile radius of the residential development that generates the PDO/PIO funds.

Continues on the following page

Environmental Checklist

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated?	☐	☐	☒	☐	1, 5, 12
Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒	

Impacts Evaluation

a. **Less than significant impact.** The City of San José has adopted the Parkland Dedication Ordinance (PDO) (Chapter 19.38) and Park Impact Ordinance (PIO) requiring residential developers to dedicate public parkland or pay in-lieu fees, or both, to offset the demand for neighborhood parkland created by their housing developments. Each new residential project is required to conform to the PDO and PIO. The acreage of parkland required is based upon the Acreage Dedication Formula outlined in the Parkland Dedication Ordinance.

The proposed General Plan Amendment would allow future redevelopment of the site that could increase the number of residents on the site. Any future additional residential units would add to the residential population using nearby recreational facilities. However, the project is not expected to increase the use of existing parks such that substantial deterioration would occur or be accelerated.

b. **No impact.** Any future redevelopment of the site in conformance with the proposed Residential Neighborhood General Plan Land Use designation would result in a small net increase in residents. This small increase is not anticipated to result in the need for new recreational facilities.

3.16 TRANSPORTATION

Setting

The project site is located on Redmond Avenue about 300 feet east of Meridian Avenue, a multi-lane arterial roadway. The intersection of Redmond Avenue and Meridian Avenue is a signalized intersection.

Regional access is provided by State Route 85 and Almaden Expressway. Route 85 is a 6-lane freeway that connects regional traffic between Gilroy at the south and Mountain View at the north. Almaden Expressway intersects with State Route 85 and is the primary arterial of the Almaden Valley area. Local access is provided by Redmond Avenue and Mancuso Street. Redmond is a collector street with a 90-foot right-of-way width that intersects with Almaden Expressway and Meridian Avenue. Mancuso is a local street with a 60-foot right-of-way. Redmond and Mancuso intersect at the northwest corner of the site making the property a corner lot. Roadside improvements in the Redmond right-of-way includes curb, gutter and sidewalk on both sides of the street, including at the project frontage. Mancuso also has curb, gutter and sidewalk along its entire width except at the frontage of the project property. Neither street contains a dedicated bicycle lane. Transit service is provided by the Santa Clara Valley transportation Authority (VTA). The VTA's Almaden Light Rail and Park and Ride Station is located on Coleman Road 1.9 miles from the project property.

Applicable Plans, Policies, and Regulations

Various policies in the City's General Plan have been adopted for the purpose of avoiding or mitigating transportation and traffic impacts resulting from planned development within the City. All future development allowed by the proposed land use designation would be subject to the transportation policies of the City's General Plan, including the following:

> *Policy CD-2.10:* Recognize that finite land area exists for development and that density supports retail vitality and transit ridership. Use land use regulations to require compact, low-impact development that efficiently uses land planned for growth, especially for residential development which tends to have a long life-span. Strongly discourage small-lot and single-family detached residential product types in Growth Areas.
>
> *Policy CD-3.3:* Within new development, create and maintain a pedestrian-friendly environment by connecting the internal components with safe, convenient, accessible, and pleasant pedestrian facilities and by requiring pedestrian connections between building entrances, other site features, and adjacent public streets.
>
> *Policy CD-3.6:* Encourage a street grid with lengths of 600 feet or less to facilitate walking and biking. Use design techniques such as multiple building entrances and pedestrian paseos to improve pedestrian and bicycle connections.
>
> *Policy TR-5.3:* The minimum overall roadway performance during peak travel periods should be level of service "D" except for designated areas. How this policy is applied and exceptions to this policy are listed in the following bullets:
>
> - Vehicular Traffic Mitigation Measures. Review development proposals for their impacts on the level of service and require appropriate mitigation measures if development of the project has the potential to reduce the level of service to "E" or worse. These mitigation measures typically involve street improvements. Mitigation measures for vehicular traffic should not compromise or minimize community livability by removing mature street trees, significantly reducing front or side yards, or creating other adverse neighborhood impacts.

- Area Development Policy. An "area development policy" may be adopted by the City Council to establish special traffic level of service standards for a specific geographic area which identifies development impacts and mitigation measures. These policies may take other names or forms to accomplish the same purpose. Area development policies may be first considered only during the General Plan Annual Review and Amendment Process; however, the hearing on an area development policy may be continued after the Annual Review has been completed and the area development policy may thereafter be adopted or amended at a public meeting at any time during the year.
- Small Projects. Small projects may be defined and exempted from traffic analysis per the City's transportation policies.
- Special Strategy Areas. In recognition of the unique characteristics and particular goals of Special Strategy Areas, intersections identified as Protected Intersections within these areas, may be exempt from traffic mitigation requirements. Special Strategy Areas are identified in the City's adopted General Plan and include Urban Villages, Transit Station Areas, and Specific Plan Areas.

Policy TR-9.1: Enhance, expand and maintain facilities for walking and bicycling, particularly to connect with and ensure access to transit and to provide a safe and complete alternative transportation network that facilitates non-automobile trips.

Environmental Checklist

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐	1, 5, & 14
Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐	
Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒	

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?	☐	☐	☒	☐	
Result in inadequate emergency access?	☐	☐	☒	☐	
Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒	

Impacts Evaluation

a., b. Less than significant impact. Per the City's Transportation Level of Service Policy (Council Policy 5-3), single-family developments of 15 units or less are considered, individually and cumulatively, to not cause a significant degradation in transportation level of service. Due to the small size of the project site and the density of surrounding neighborhoods, any future development on the site in conformance with the proposed Residential Neighborhood General Plan Land Use designation will result in a net increase of less than 15 units, and therefore will not have a significant effect on near-term traffic.

Long-Range Traffic Impact Analysis for the 2015 General Plan Amendments

In addition to short-term traffic generated by the project, the cumulative long-range traffic impacts of all of the proposed 2015 General Plan Amendments were analyzed in a Long-Range Traffic Impact Analysis prepared by Hexagon Transportation Consultants (Appendix A). This analysis evalulated the cumulative impacts of seven proposed General Plan Amendment sites: GP14-009, GP15-001, GP15-002, GP15-003, GP15-005, GP15-006, and GP15-014. Each of the proposed General Plan Amendments would result in changes to the number of households and jobs on each site when compared to the Envision San Jose 2040 General Plan assumptions for each site. However, the total number of jobs and households citywide would not change as a result of these Amendments. Table 3 (below) summarizes the existing (adopted 2040 General Plan) and proposed land uses and density for each site under each General Plan Amendment.

Table 3: Existing General Plan and Proposed 2015 General Plan Land Use Amendments

Site Number	Site Name	Location	Size (Acres)	Existing General Plan		Applicant Proposed Amendment	
				Land Use	Density	Land Use	Density
1	GP14-009 (Capitol/McKee)	Near the Capitol Avenue/ McKee Road intersection in an Urban Village growth area (VR15)	10.60	Neighborhood/ Community Commercial	FAR up to 2.0	Mixed Use Neighborhood	30 DU/AC; FAR 0.25 to 2.0
2	GP15-001 (Cannery)	On Cannery Place in the Jackson/Taylor Specific Plan growth area	8.71	Mixed Use Neighborhood	30 DU/AC; FAR 0.25 to 2.0	Urban Residential (7.59 ac) Industrial/Commercial (1.12 ac)	30-95 DU/AC; FAR 1.0 to 4.0
3	GP15-002	At the Silver Creek Valley Road/ Hellyer Avenue intersection	4.48	Industrial Park	FAR up to 10.0	Light Industrial	FAR up to 1.5
4	GP15-003 (Redmond Day Care)	Near the Redmond Avenue/Meridian Avenue intersection near an Urban Village growth area (V71)	0.91	Neighborhood/ Community Commercial	FAR up to 2.0	Residential Neighborhood	Typically 8 DU/AC; FAR up to 0.7
5	GP15-005 (Joseph Ave)	At the Joseph Avenue Road/Shamrock Drive intersection in an Urban Village growth area (C40)	0.19	Neighborhood/ Community Commercial	FAR up to 2.0	Mixed Use Neighborhood	30 DU/AC; FAR 0.25 to 2.0
6	GP15-006 (St. Elizabeth)	On St. Elizabeth Drive near an Urban Village growth area (CR21)	3.60	Public/Quasi-Public	FAR N/A	Mixed Use Neighborhood	30 DU/AC; FAR 0.25 to 2.0
7	GP15-014 (Good Samaritan)	On Good Samaritan Drive near an Urban Village growth area (C44)	9.27	Neighborhood/ Community Commercial	Non core/frame - commercial	Regional Commercial	Non core/frame - commercial

Notes: FAR = floor-to-area ratio; DU = dwelling units; AC = acre.
Source: City of San Jose Planning Department, July 21, 2015.

Source: City of San Jose 2015 General Plan Amendments: Long-Range Traffic Impact Analysis, Hexagon Transportation Consultants, Inc., September 2015.

The City of San Jose has adopted policy goals in Envision San Jose 2040 to reduce the drive alone mode share to no more than 40 percent of all daily commute trips, and to reduce the Vehicle Miles Traveled (VMT) per service population by 40 percent from existing conditions. To meet these goals by the General Plan horizon year, and to satisfy CEQA requirements, three thresholds were used to evaluate long-range transportation impacts resulting from General Plan Amendments: i) increase in daily VMT per service population, ii) increase in the percentage of journey-to-work drive alone trips, and iii) a 7.5 percent decrease in average vehicle speeds on the transit priority corridors (summarized in Table 4).

Table 4: Long-Range Traffic Measures of Effectiveness (MOE) – Significance Thresholds

MOE	Citywide Threshold
VMT/Service Population	Any increase over Envision 2040 General Plan
Mode Share (Drive Alone Percentage)	Any increase in journey-to-work drive alone mode share compared to Envision 2040 General Plan
Transit Corridor Travel Speeds	Descrease in travel speeds by 7.5 percent in the AM peak one-hour period

Notes: Citywide thresholds were developed based on results from the City of San Jose's TDF Model.
Source: City of San Jose, April 2013.

The results of the cumulative Long-Range traffic analysis for all of the 2015 General Plan Amendments are summarized in Tables 5 through 7, below. The analysis included seven proposed General Plan Amendments (GPA Alternative 1) and a staff-directed alternative to evaluate the cumulative traffic impacts of the seven proposed General Plan Amendments with alternative General Plan Land Use Designations for GP15-001 and GP15-006 (GPA Alternative 2).

Compared to the Envision San Jose 2040 General Plan, the General Plan Amendments would cumulatively reduce the citywide daily VMT per service population, reduce the percentage of journey-to-work drive alone trips, and increase average vehicle speeds on the transit priority corridors. This is because (1) the total number of jobs and households would not change citywide as a result of the GPAs (only shifting of households and jobs would occur) and (2) the reallocation of 4,000 households to the downtown area, where there are more jobs and transit options. Vehicle trips citywide would be reduced due to an increase in trips made via transit and non-motorized travel modes (bicycle and walk) within the Downtown area. Therefore, cumulatively, the 2015 GPAs would result in a less than significant long-range traffic impact on citywide transportation system.

Table 5: Daily Vehicle Miles Traveled per Service Population

	Existing (2008)	General Plan (2040)	GPAs	GPAs Alternative
Citywide Daily VMT	19,515,462	34,250,857	34,166,792	34,171,793
San Jose Service Population	1,379,765	2,200,207	2,199,333	2,198,304
Daily VMT Per Service Population	14.14	15.57	15.54	15.54
Increased VMT/Service Population over General Plan	-	-	***-0.03***	***-0.03***
Significant Impact?	-	-	**No**	**No**

Source: City of San Jose 2015 General Plan Amendments: Long-Range Traffic Impact Analysis, Hexagon Transportation Consultants, Inc., September 2015.

Table 6: Journey to Work Mode Share

Mode Share	Existing (2008)	General Plan (2040)	GPA Alternative 1 (2040)	GPA Alternative 2 (2040)
Drive Alone	79.0%	70.3%	70.0%	70.1%
Carpool 2	11.7%	13.0%	13.0%	13.0%
Carpool 3+	4.0%	4.6%	4.6%	4.6%
Transit	3.3%	9.2%	9.3%	9.3%
Bicycle	0.7%	1.3%	1.4%	1.4%
Walk	1.3%	1.7%	1.7%	1.7%
Increased Drive Alone Percentage over General Plan	**-**	**-**	***-0.3%***	***-0.2%***
Significant Impact?	**-**	**-**	**No**	**No**

Source: City of San Jose 2015 General Plan Amendments: Long-Range Traffic Impact Analysis, Hexagon Transportation Consultants, Inc., September 2015.

Continues of following page

Table 7: AM Peak-Hour Vehicle Speeds (mph) in Transit Priority Corridors

Transit Priority Corridor	Existing (2008)	General Plan (2040)	GPAs	GPAs Alternative
2nd St from San Carlos St to St. James St	11.4	11.4	11.4	11.4
Alum Rock Av from Capitol Av to US 101	22.1	10.8	11.0	11.0
Camden Av from SR 17 to Meridian Av	23.5	14.3	14.2	15.2
Capitol Av from S. Milpitas Bl to Capitol Expwy	23.5	14.8	15.2	15.0
Capitol Expwy from Capitol Av to Meridian Av	28.7	20.3	21.0	21.9
E. Santa Clara St from US 101 to Delmas Av	20.4	14.8	14.8	15.0
Meridian Av from Park Av to Blossom Hill Rd	25.5	17.2	17.4	16.9
Monterey Rd from Keyes St to Metcalf Rd	24.6	15.1	15.1	15.3
N. 1st St from SR 237 to Keyes St	21.4	10.6	10.7	11.4
San Carlos St from Bascom Av to SR 87	24.4	17.0	17.5	17.6
Stevens Creek Bl from Bascom Av to Tantau Av	22.7	14.3	14.6	15.0
Tasman Dr from Lick Mill Bl to McCarthy Bl	24.4	9.3	9.5	9.4
The Alameda from Alameda Wy to Delmas Av	22.7	11.4	11.1	11.0
W. San Carlos St from SR 87 to 2nd St	19.8	15.4	15.4	15.1
Average of All Roadway Segments	***22.5***	***14.1***	***14.2***	***14.4***
Percent Change	**-**	**-**	**1.0%**	**2.2%**
Significant Impact?	**-**	**-**	**No**	**No**

Source: City of San Jose 2015 General Plan Amendments: Long-Range Traffic Impact Analysis, Hexagon Transportation Consultants, Inc., September 2015.

Future development on General Plan Amendment project sites will be required to undergo an analysis of near-term traffic impacts based on the City's Transportation Level-of-Service Policy (City Council Policy 5-3) unless the size of the project is below the thresholds specified in Policy 5-3, in which case the project will not have a cumulative near-term traffic impact.

c. **No impact.** The project site is located more than two miles from any airport or airstrip, and future development will be between one and two-and-a-half stories, so no potential hazards will exist to air traffic.

d. **Less than significant impact.** The project will not substantially increase hazards due to a design feature or incompatible uses, as any future redevelopment of the site will be required to comply with all applicable Department of Public Works guidelines for new driveways.

e. **Less than significant impact.** Any future redevelopment of the site will be reviewed by the San Jose Fire Department and the Department of Public Works to ensure adequate emergency access.

f. **Less than significant impact.** Future redevelopment of the site in accordance with the Residential Neighborhood General Plan Land Use designation will comply with adopted policies for pedestrian, bicycle, and transit use.

3.17 UTILITIES AND SERVICE SYSTEMS

Setting

The site is located within the Urban Services Area. Utilities and services are furnished to the project site by the following providers:

- Wastewater Treatment: treatment and disposal provided by the San José /Santa Clara Water Pollution Control Plant (WPCP); sanitary sewer lines maintained by the City of San José
- Water Service: San José Water Company
- Storm Drainage: City of San José
- Solid Waste: Various
- Natural Gas & Electricity: PG&E

Applicable Plans, Policies, and Regulations

Various policies in the City's General Plan have been adopted for the purpose of avoiding or mitigating utility-related impacts resulting from planned development within the City. All future development allowed by the proposed land use designations will be subject to the utilities and services policies of the City's General Plan, including the following:

> *Policy MS-3.2:* Promote use of green building technology or techniques that can help reduce the depletion of the City's potable water supply, as building codes permit. For example, promote the use of captured rainwater, graywater, or recycled water as the preferred source for non-potable water needs such as irrigation and building cooling, consistent with Building Codes or other regulations.
>
> *Policy MS-3.3:* Promote the use of drought tolerant plants and landscaping materials for non-residential and residential uses.
>
> *Action EC-5.16:* Implement the Post-Construction Urban Runoff Management requirements of the City's Municipal NPDES Permit to reduce urban runoff from project sites.

In addition to the above-listed policies of the San José General Plan, new development in San José is required to comply with programs that mandate the use of water-conserving features and appliances and the City's Integrated Waste Management Program, which minimizes solid waste.

Environmental Checklist

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐	5, 8, 14 & 15
Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐	
Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐	
Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐	
Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐	
Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐	
Comply with federal, state and local statutes and regulations related to solid waste?	☐	☐	☒	☒	

Impacts Evaluation

a. – g. Less than significant impact. Since any future redevelopment of the site will result in a small net increase in the number of residential units on the site, the proposed General Plan Amendment would not require construction of new facilities for wastewater treatment, storm drainage, water, or waste disposal because the subject site is located within the City of San Jose Urban Service Area where such facilities exist, and have the capacity to serve the proposed project.

3.18 MANDATORY FINDINGS OF SIGNIFICANCE

Mandatory Findings Environmental Checklist

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐	1--16
Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐	
1. Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	☐	☐	☒	☐	
Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐	

a. Less than significant impact. Based on the analysis provided in this Initial Study, the proposed General Plan Amendment will not substantially degrade or reduce wildlife species or habitat, or impact historic or other cultural resources with the standard measures identified within the body of this Initial Study.

b. – c. Less than significant impact. Based on the analysis provided in this Initial Study, the proposed General Plan Amendment will not significantly contribute to cumulative impacts, nor will it cause substantial adverse effects on humans.

Continues on following page

SECTION 3.19 CHECKLIST SOURCES

1. Professional judgment and expertise of the environmental specialist preparing this assessment, including an on-site inspection of the site and surrounding properties and physical conditions.

2. Initial Study prepared by the City of San José for a rezoning project for the subject property in 1998.

3. City of San José. *Envision San José 2040 General Plan*.

4. City of San José. Municipal Code, Title 20, Zoning Ordinance

5. *Expanded Initial Study for the Guadalupe Trail Master Plan*, prepared by Cypress Environmental and Land Use Planning for the City of San José, February 2004

6. Santa Clara Valley Habitat Conservation Plan website, http://scv-habitatagency.org/

7. Santa Clara County hazard Mitigation Plan, September 1, 2011.

8. Demographic Trends Census Brief, City of San José website, http://planning.sanjoseca.gov/planning/census/briefs/household.asp

9. Residential Garbage, Recycling and Yard Trimmings Haulers, City of San José website, http://www.sanjoseca.gov/index.aspx?NID=3359

10. Fire Department, City of San José website, http://www.sanjoseca.gov/index.aspx?NID=197

11. Police, City of San José website, http://www.sjpd.org/

12. Parks, Recreation and Neighborhood Services, City of San José website, http://www.sanjoseca.gov/index.aspx?NID=204

13. Visit Our Schools, San José Unified School District website, http://www.sjusd.org/schools/visit-our-schools/

14. Google Earth mapping

15. Debbie Basher, City of San José, Department of Environmental Services, personal communication, February 18, 2015.

16. State of California, Water Resources Control Board, GeoTracker, http://geotracker.waterboards.ca.gov (accessed August 28, 2015).

17. Tong Tu, Planner II, City of San José, Department of Planning, Building and Code Enforcement, personal communication, February 9, 2015.

SECTION 4.0 REFERENCES

Refer to sources in preceding section

SECTION 5.0 AUTHORS AND CONSULTANTS

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SECTION 6.0 LIST OF APPENDICES

Appendix A – Traffic Analysis prepared by Hexagon Transportation Consultants, dated September 2015

HEXAGON TRANSPORTATION CONSULTANTS, INC.

City of San Jose 2015 General Plan Amendments

Long-Range Traffic Impact Analysis

Prepared for:

City of San Jose

September 16, 2015

Hexagon Transportation Consultants, Inc.
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San Jose, CA 95113
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Hexagon Job Number: 14GB38
Document Name: 2015 GPA Traffic Analysis_2015-8-31.doc

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1. Introduction

This report presents the results of the long-range traffic impact analysis for the proposed City of San Jose 2015 General Plan Amendments (project). The project consists of amending the current adopted land use designations of the Envision San Jose 2040 General Plan for seven parcels within the City of San Jose (see Figure 1) and the amendment of land uses of the Downtown Strategy Plan. The purpose of the General Plan Amendments (GPAs) traffic analysis is to assess the long-range cumulative impacts of the amendments on the citywide transportation system. The potential traffic impacts of the project were evaluated in accordance with the guidelines set forth by the City of San Jose for GPA traffic analysis.

The GPA traffic analysis guidelines established a trip threshold for General Plan land use amendments that require a site-specific GPA analysis. A proposed land use amendment that would result in an increase of more than 250 peak-hour trips due to increased households or employment would be required to prepare a site-specific GPA traffic analysis. The proposed land use amendments on six of the project's seven amendment sites would result in a net increase of less than 250 peak-hour trips. The proposed land use amendment on the remaining site would result in a net increase of more than 250 peak-hour trips. However, the site is within a specific plan growth area and the proposed increase in households would not exceed the allocated units for the growth area. Therefore, site-specific GPA traffic analysis is not required for any of the seven amendment sites. However, individual development projects will be required to complete a near term traffic analysis in conjunction with any future development permit applications consistent with the Envision San Jose 2040 General Plan.

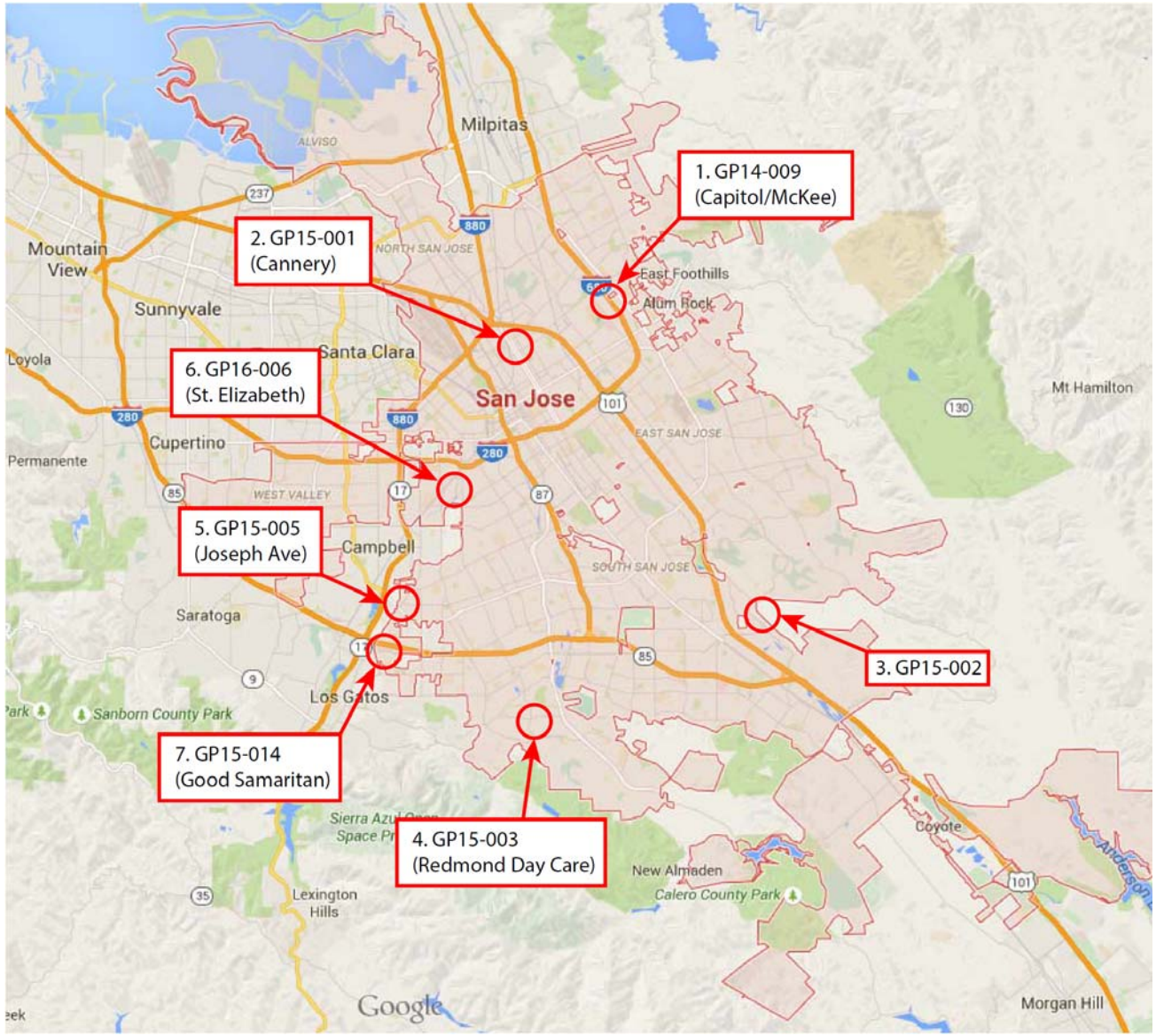
The Downtown Strategy Plan amendment proposes to reallocate a substantial amount of households from other areas in the City to the downtown area and would result in an increase of more than 250 peak-hour trips in the downtown area. Therefore, the Downtown Strategy Plan amendment will be required to prepare site-specific GPA traffic analysis. The site-specific GPA traffic analysis for the Downtown Strategy Plan amendment will be prepared separately from this study.

Evaluation Scenarios

The cumulative GPA long-range analysis focuses on the potential changes on the citywide transportation system in the horizon year of the General Plan (2035). Although the San Jose General Plan is titled Envision 2040, the actual horizon year for the plan is 2035. The analysis is based on the projected transportation condition in the future when the General Plan capacities for housing and jobs are fully developed. Traffic conditions were evaluated for the following traffic scenarios using the City of San Jose's Traffic Demand Forecasting (TDF) model:

- **Existing Conditions.** Year 2008 traffic conditions and existing land use designations. The City's TDF model is calibrated based on the year 2008.

Figure 1
Proposed GPA Site Locations



- **2040 General Plan Conditions.** Year 2040 conditions with the adopted Envision San Jose 2040 General Plan land use designations and transportation system.
- **Applicant Proposed 2040 General Plan Amendment Conditions.** Year 2040 General Plan conditions with the Downtown Strategy Plan amendment and all seven GPAs, as proposed by the applicants.
- **Staff Proposed 2040 General Plan Amendment Alternative Conditions**. Year 2040 General Plan conditions with the Downtown Strategy Plan amendment and all seven GPAs, with two sites (GP15-001 and GP15-006) incorporating City staff proposed alternative land use and density.

Report Organization

The remainder of this report is divided into four chapters. Chapter 2 presents a detailed description of each of the proposed GPA sites included in the analysis. Chapter 3 describes analysis methodology, including the City's TDF model, and the measures of effectiveness (MOEs) and significance thresholds used in the analysis. Chapter 4 presents the results of the analysis based on the TDF modeling and citywide MOEs. Chapter 5 presents the conclusions of the long-range cumulative GPA analysis.

2.
General Plan Amendment Site Descriptions

The proposed project consists of amending land uses currently adopted in the Envision San Jose 2040 General Plan on seven sites and adjustment of the planned growth of the Downtown Strategy Plan. The amendment sites and proposed GPA alternatives are described in more detail below along with peak-hour trip generation estimates for each of the proposed sites.

Amendment Sites

The project includes seven proposed GPA sites: GP14-009, GP15-001, GP15-002, GP15-003, GP15-005, GP15-006, and GP15-014. Each of the proposed GPAs would result in changes to the number of households and jobs on each site when compared to the Envision San Jose 2040 General Plan assumptions for each site. However, the total number of jobs and households citywide would not change as a result of these GPAs. The TDF model is used to rebalance the number of jobs and households citywide in order to maintain the General Plan Goal of 470,000 jobs and 120,000 households.

Table 1 summarizes the existing (adopted 2040 GP) and proposed land uses and density for each site. The changes in households and jobs for each site and the resulting increases in peak-hour trips are summarized in Table 2. The peak-hour trips for each site were estimated using the City of San Jose's travel demand forecasting (TDF) model. The TDF modeling is described in Chapter 2.

Proposed land use changes for each of the GPA sites are described below.

- **GP14-009 (Capitol/McKee):** The 10.6-acre site is located near the Capitol Avenue/McKee Road intersection in an Urban Village growth area (VR15). Figure 2 shows the location of the site. The adopted General Plan land use designation for the site is *Neighborhood/Community Commercial*, and the proposed amendment involves changing the adopted land use to *Mixed Use Neighborhood*. The proposed amendment would result in 101 fewer jobs on the site. Therefore, the amendment would not result in an increase in vehicle trips on local streets in the vicinity of the site and would not be required to prepare a site-specific GPA traffic analysis.

- **GP15-001 (Cannery):** The 8.71-acre site is located on Cannery Place between Mission Street and Taylor Street in the Jackson/Taylor Specific Plan growth area. Figure 3 shows the location of the site. The adopted General Plan land use designation for the site is *Mixed Use Neighborhood*, and the proposed amendment involves changing the adopted land use to *Urban Residential* on 7.59 acres and *Combined Industrial/Commercial* on 1.12 acres. The proposed amendment would result in 335 additional households and 8 additional jobs on the site.

  Based on the TDF modeling results, GP15-001 would result in an increase of more than 250 peak-hour trips during the PM peak hour (see Table 2). Although the amendment exceeds the 250 trip threshold, the increase in households proposed on the site is within the total number of planned residential units in the

Table 1
Existing General Plan and Applicant Proposed Land Uses

Site Number	Site Name	Location	Size (Acres)	Existing General Plan		Applicant Proposed Amendment		Staff Alternative Amendment	
				Land Use	Density	Land Use	Density	Land Use	Density
1	GP14-009 (Capitol/McKee)	Near the Capitol Avenue/ McKee Road intersection in an Urban Village growth area (VR15)	10.60	Neighborhood/ Community Commercial	FAR up to 2.0	Mixed Use Neighborhood	30 DU/AC; FAR 0.25 to 2.0		
2	GP15-001 (Cannery)	On Cannery Place in the Jackson/Taylor Specific Plan growth area	8.71	Mixed Use Neighborhood	30 DU/AC; FAR 0.25 to 2.0	Urban Residential (7.59 ac) Industrial/Commercial (1.12 ac)	30-95 DU/AC; FAR 1.0 to 4.0	Urban Residential Combined Industrial/Commercial	30-95 DU/AC; FAR 1.0 to 4.0
3	GP15-002	At the Silver Creek Valley Road/ Hellyer Avenue intersection	4.48	Industrial Park	FAR up to 10.0	Light Industrial	FAR up to 1.5		
4	GP15-003 (Redmond Day Care)	Near the Redmond Avenue/Meridian Avenue intersection near an Urban Village growth area (V71)	0.91	Neighborhood/ Community Commercial	FAR up to 2.0	Residential Neighborhood	Typically 8 DU/AC; FAR up to 0.7		
5	GP15-005 (Joseph Ave)	At the Joseph Avenue Road/Shamrock Drive intersection in an Urban Village growth area (C40)	0.19	Neighborhood/ Community Commercial	FAR up to 2.0	Mixed Use Neighborhood	30 DU/AC; FAR 0.25 to 2.0		
6	GP15-006 (St. Elizabeth)	On St. Elizabeth Drive near an Urban Village growth area (CR21)	3.60	Public/Quasi-Public	FAR N/A	Mixed Use Neighborhood	30 DU/AC; FAR 0.25 to 2.0	Urban Residential	30-95 DU/AC; FAR 1.0 to 4.0
7	GP15-014 (Good Samaritan)	On Good Samaritan Drive near an Urban Village growth area (C44)	9.27	Neighborhood/ Community Commercial	Non core/frame - commercial	Regional Commercial	Non core/frame - commercial		

Notes: FAR = floor-to-area ratio; DU = dwelling units; AC = acre.
Source: City of San Jose Planning Department, July 21, 2015.

Table 2
Changes in Households, Jobs, and Peak-Hour Trips Due to Applicant Proposed Amendments

Site Number	Site Name	Existing General Plan		Applicant Proposed Amendment		Net Land Use Increase		Net Peak-Hour Trip Increase	
		TOTHH	TEMP	TOTHH	TEMP	TOTHH	TEMP	AM	PM
1	GP14-009 (Capitol/McKee)	212	133	212	32	0	-101	0	1
2	GP15-001 (Cannery)	174	110	509	118	335	8	236	262
3	GP15-002	0	210	0	82	0	-128	0	0
4	GP15-003 (Redmond Day Care)	0	11	7	0	7	-11	-1	-1
5	GP15-005 (Joseph Ave)	4	2	4	2	0	0	-40	-45
6	GP15-006 (St. Elizabeth)	0	0	72	46	72	46	-2	-4
7	GP15-014 (Good Samaritan)	0	117	0	492	0	375	97	105

Notes: TOTHH = total number of households; TEMP = total number of jobs.
Source: City of San Jose Planning Department, July 21, 2015 & City of San Jose TDF model runs August 2015.

Jackson Taylor Specific Plan growth area. Therefore, the proposed amendment would not result in an increase in residential units and subsequent vehicle trips in the Jackson-Taylor Specific Plan growth area previously analyzed in the Envision San Jose 2040 General Plan EIR and would not require a site-specific GPA traffic analysis.

- **GP15-002:** The 4.48-acre site is located near the Silver Creek Valley Road/Hellyer Avenue intersection. Figure 4 shows the location of the site. The adopted General Plan land use designation for the site is *Industrial Park*, and the proposed amendment involves changing the adopted land use to *Light Industrial*. The proposed amendment would result in 128 fewer jobs on the site. Therefore, the amendment would not result in an increase of vehicle trips on local streets in the vicinity of the site and would not be required to prepare a site-specific GPA traffic analysis.

- **GP15-003 (Redmond Day Care):** The 0.91-acre site is located near the Redmond Avenue/Meridian Avenue intersection near an Urban Village growth area (V71). Figure 5 shows the location of the site. The adopted General Plan land use designation for the site is *Neighborhood/Community Commercial*, and the proposed amendment involves changing the adopted land use to *Residential Neighborhood*. The proposed amendment would result in 7 additional households and 11 fewer jobs on the site, and shift the same amount of households and jobs in the adjacent V71 Urban Village growth area. The small change of households and jobs would not substantially increase vehicle traffic on local streets in the vicinity of the site and would not be required to prepare a site-specific GPA traffic analysis.

- **GP15-005 (Joseph Ave):** The 0.19-acre site is located at the Joseph Avenue Road/Shamrock Drive intersection in an Urban Village growth area (C40). Figure 6 shows the location of the site. The adopted General Plan land use designation for the site is *Neighborhood/Community Commercial*, and the proposed amendment involves changing the adopted land use to *Mixed Use Neighborhood*. The amendment would not result in a change to the number of households and jobs on the site. Therefore, the amendment would not result in an increase of vehicle trips on local streets in the vicinity of the site and would not be required to prepare a site-specific GPA traffic analysis.

- **GP15-006 (St. Elizabeth):** The 3.6-acre site is located on St. Elizabeth Drive near an Urban Village growth area (CR21). Figure 7 shows the location of the site. The adopted General Plan land use designation for the site is *Public/Quasi-Public*, and the proposed amendment involves changing the adopted land use to *Mixed Use Neighborhood*. The proposed amendment would result in 72 additional households on the site, and reduce the same amount of households in the adjacent Urban Village growth area that is located within the same Traffic Analysis Zone (TAZ).

  Because both GP-006 and the CR21 Urban Village growth area are within the same traffic analysis zone (TAZ) in the City's TDF model, the amendment would not result in an increase in vehicle trips on local

streets in the vicinity of the growth area and would not be required to prepare a site-specific GPA traffic analysis.

- **GP15-014 (Good Samaritan):** The 9.27-acre site is located on Good Samaritan Drive near an Urban Village growth area (C44). Figure 8 shows the location of the site. The adopted General Plan land use designation for the site is *Neighborhood/ Community Commercial*, and the proposed amendment involves changing the adopted land use to *Regional Commercial*. The proposed amendment would result in 375 additional jobs on the site, and reduce the same amount of jobs in the adjacent C44 Urban Village growth area. Based on the TDF modeling results, peak-hour trips generated by GP15-014 would not exceed the 250 trip threshold (see Table 2) and a site-specific GPA traffic analysis would not be required.

The staff proposed GPA alternative consists of the same seven GPA sites, however, two of the sites (GP15-001 and GP15-006) would consist of alternative land use changes identified by City of San Jose Staff rather than those proposed by the applicants. The alternatives are intended to allow decision makers to consider alternate land use designations consistent with General Plan goals and policies for GP15-001 and GP15-006. The proposed land use and density under Alternative for these two sites as well as the projected change in households and jobs are presented in Table 3. The proposed land use amendments of the remaining five sites would consist of the applicant proposed amendments. A site specific GPA traffic analysis would not be required for the alternative land use scenarios for GP15-001 and GP15-006 consistent with the analysis above.

Table 3
Changes in Households and Jobs Due to Staff Proposed Alternative

Site Number	Site Name	Existing General Plan		Staff Proposed Alternative		Net Land Use Increase	
		TOTHH	TEMP	TOTHH	TEMP	TOTHH	TEMP
2	GP15-001 (Cannery)	174	110	379	171	205	61
6	GP15-006 (St. Elizabeth)	0	0	235	46	235	46

Notes: TOTHH = total number of households; TEMP = total number of jobs.
Source: City of San Jose Planning Department, July 21, 2015 & City of San Jose TDF model runs August 2015.

Downtown Strategy Plan

The Downtown Strategy Plan amendment will result in an increase of up to 4,000 households in the downtown plan area. The increase in households would be balanced by reducing the same amount of households in other areas within the City. Although the plan would not change the total number of jobs and households citywide, the household increase within the downtown area would substantially increase vehicle traffic on local streets within and adjacent to the downtown area. Therefore, the Downtown Strategy Plan amendment will be required to prepare a site-specific GPA traffic analysis. The Downtown Strategy Plan amendment is assumed under both GPA Alternatives analyzed.

Figure 2
Location of GP14-009

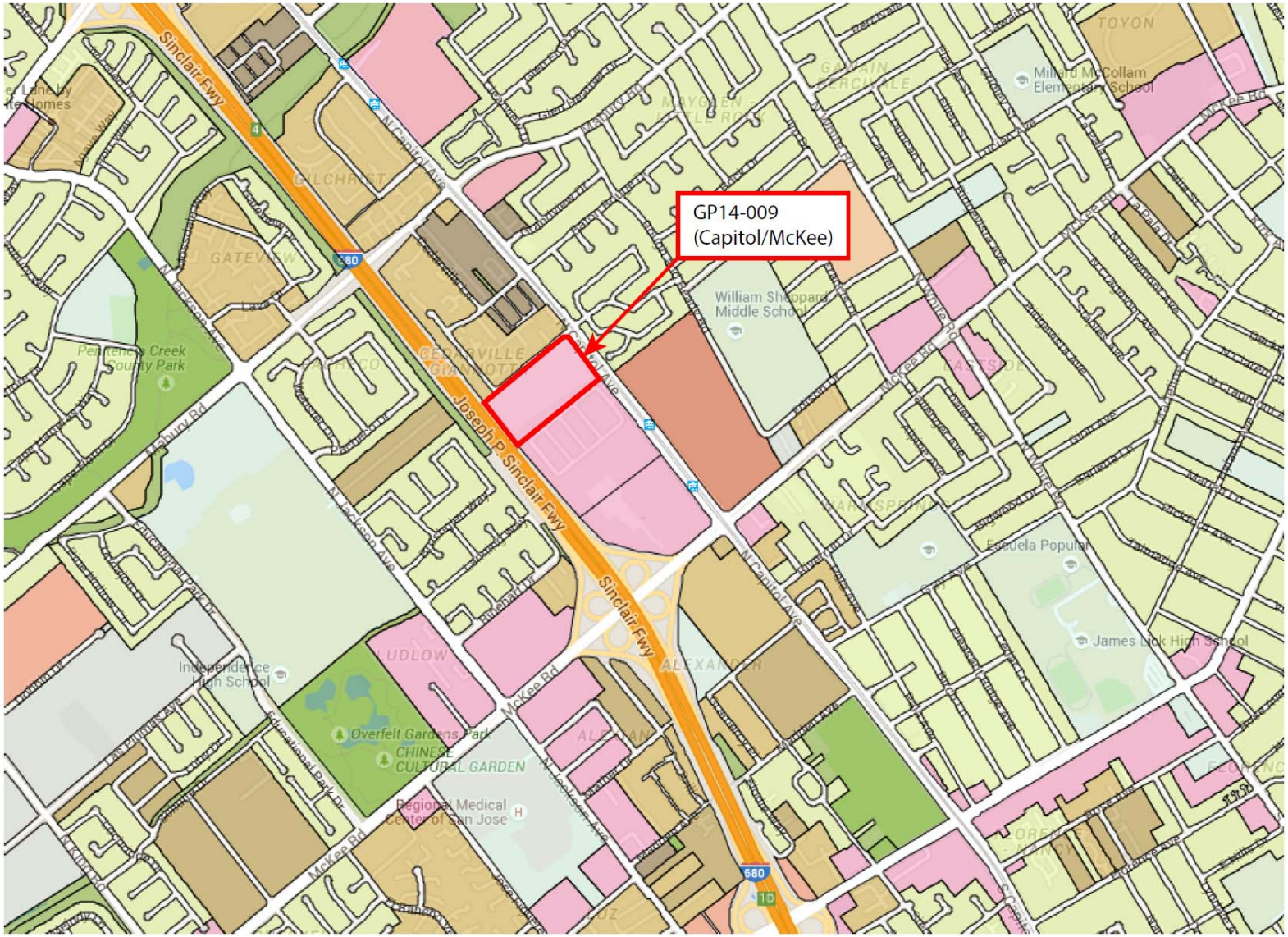


Figure 3
Location of GP15-001

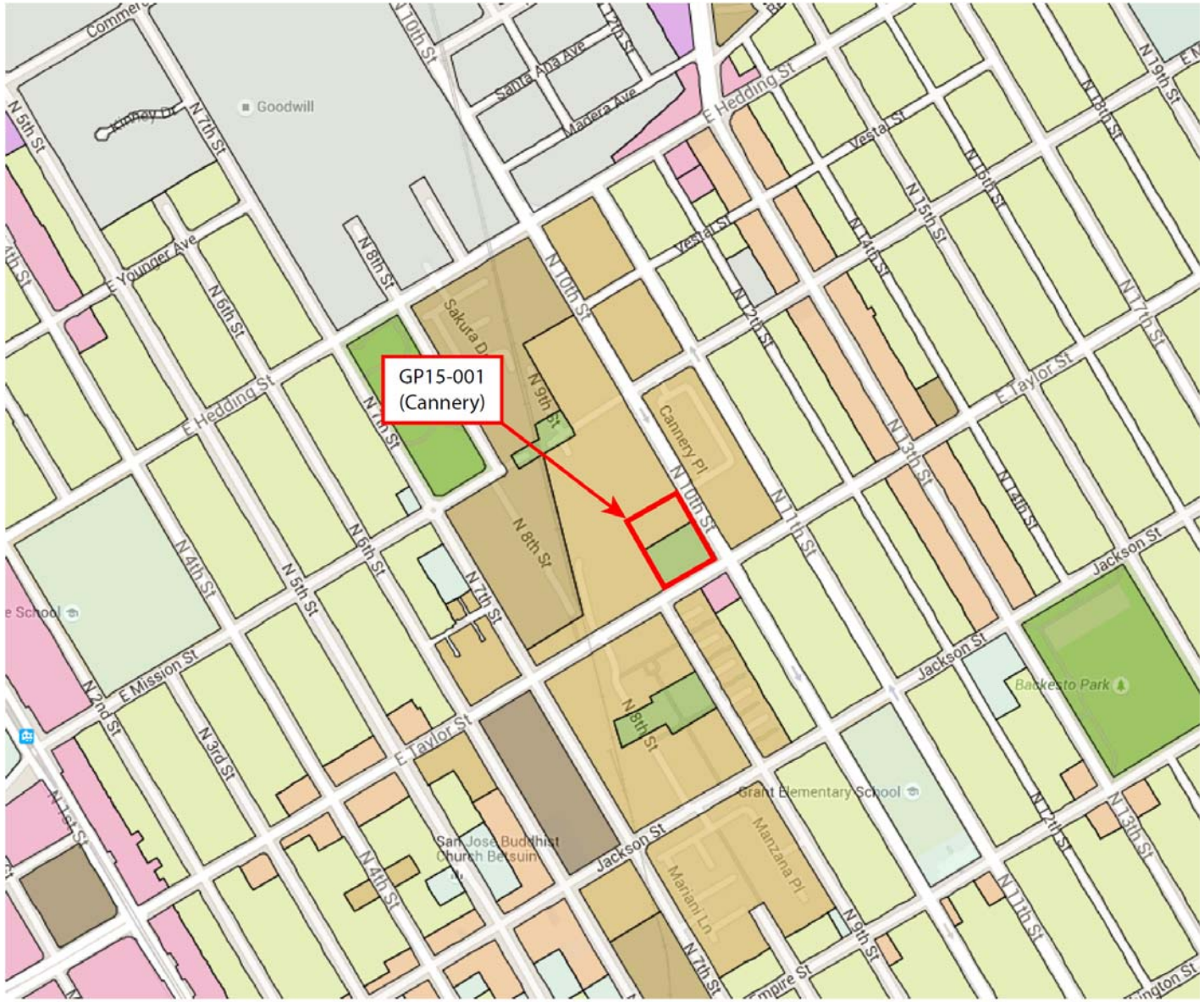


Figure 4
Location of GP15-002

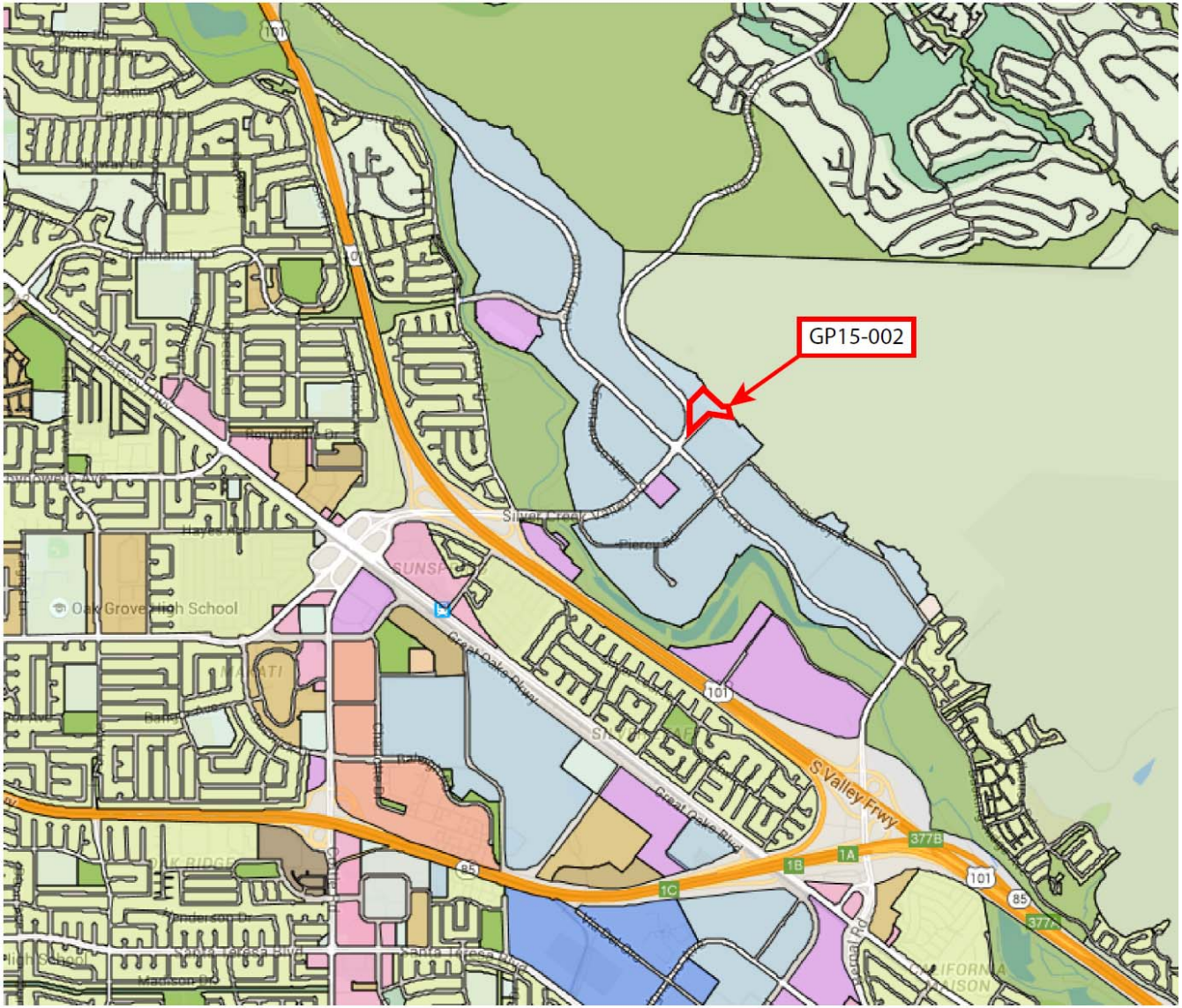


Figure 5
Location of GP15-003

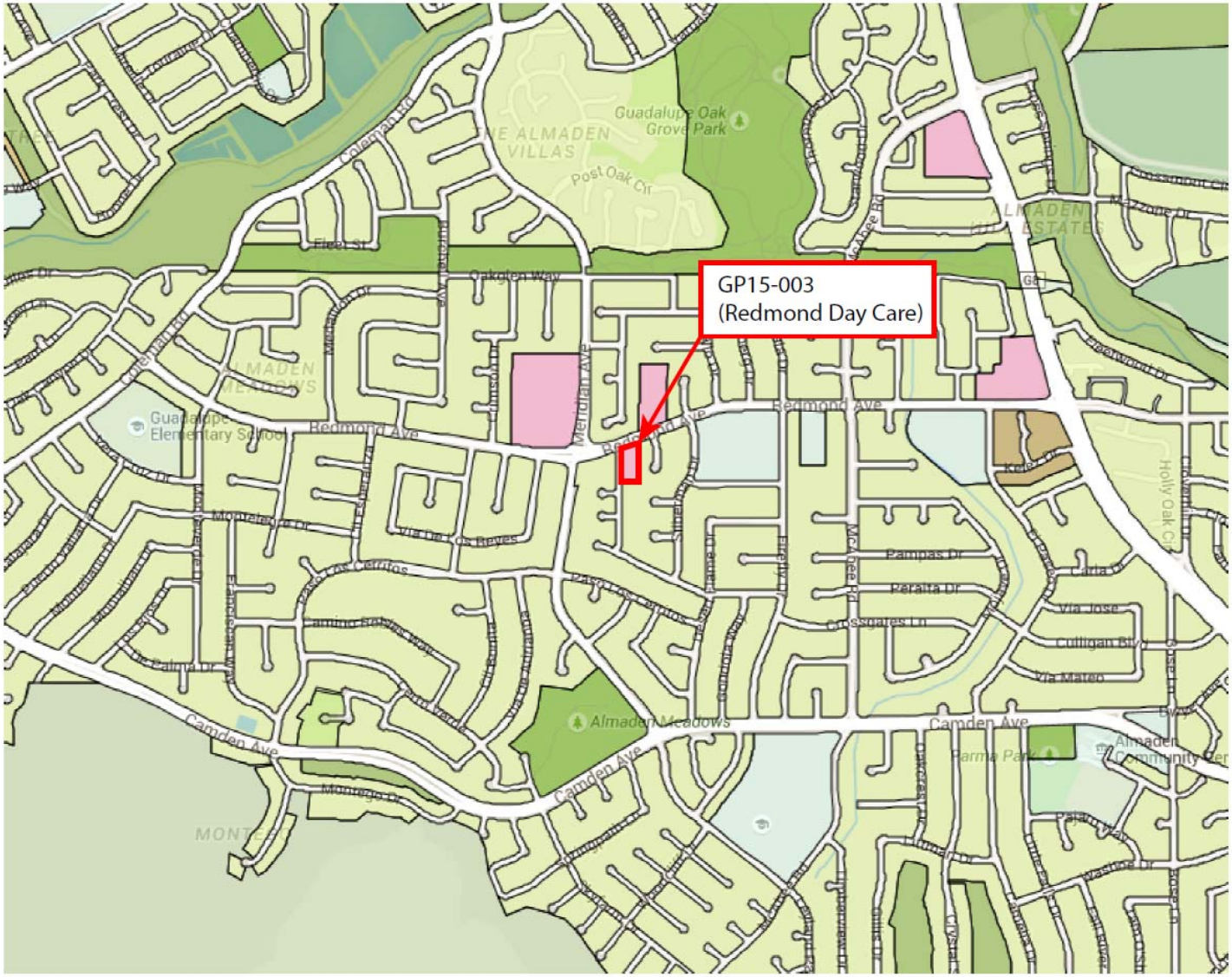


Figure 6
Location of GP15-005

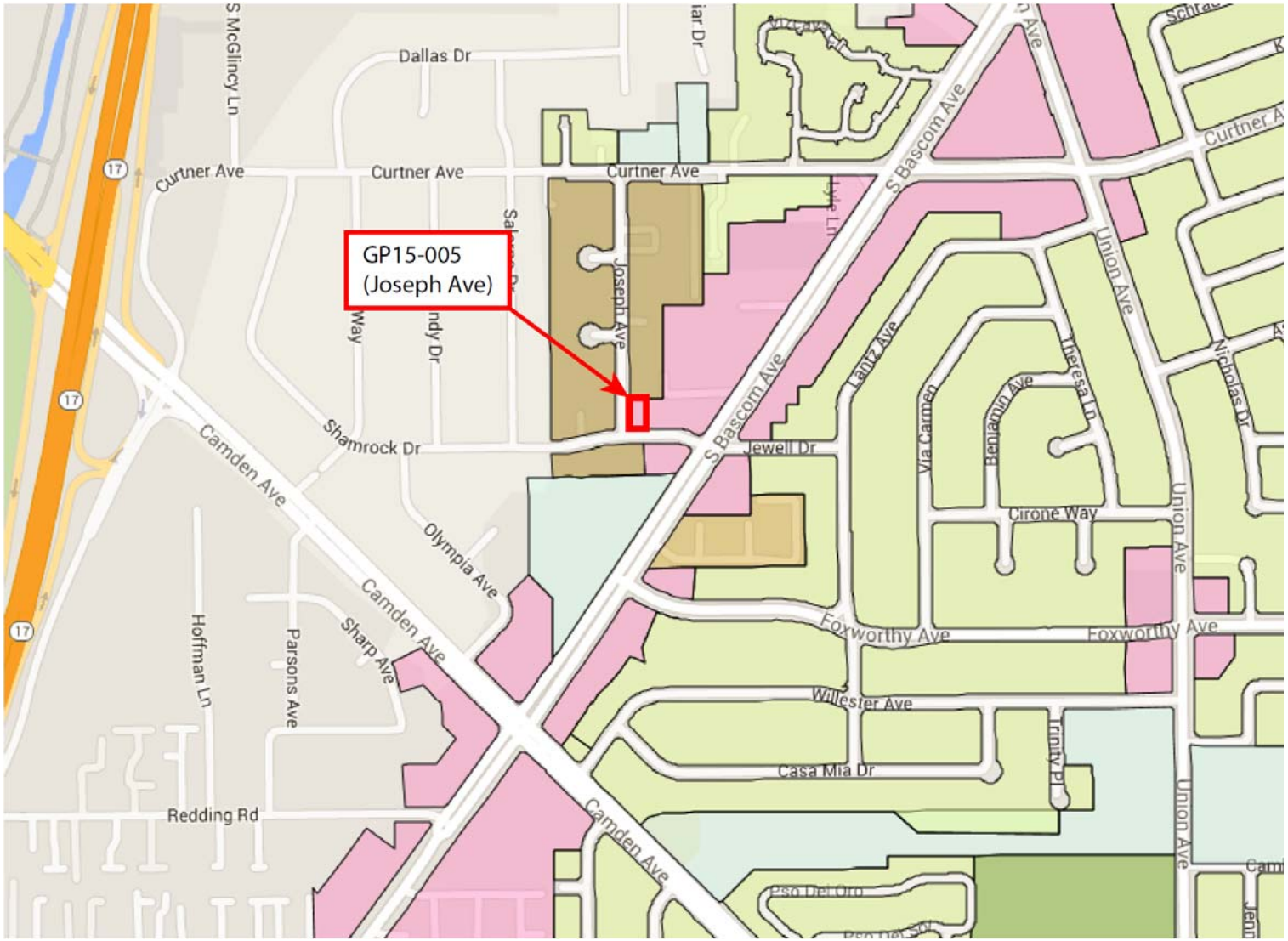


Figure 7
Location of GP15-006

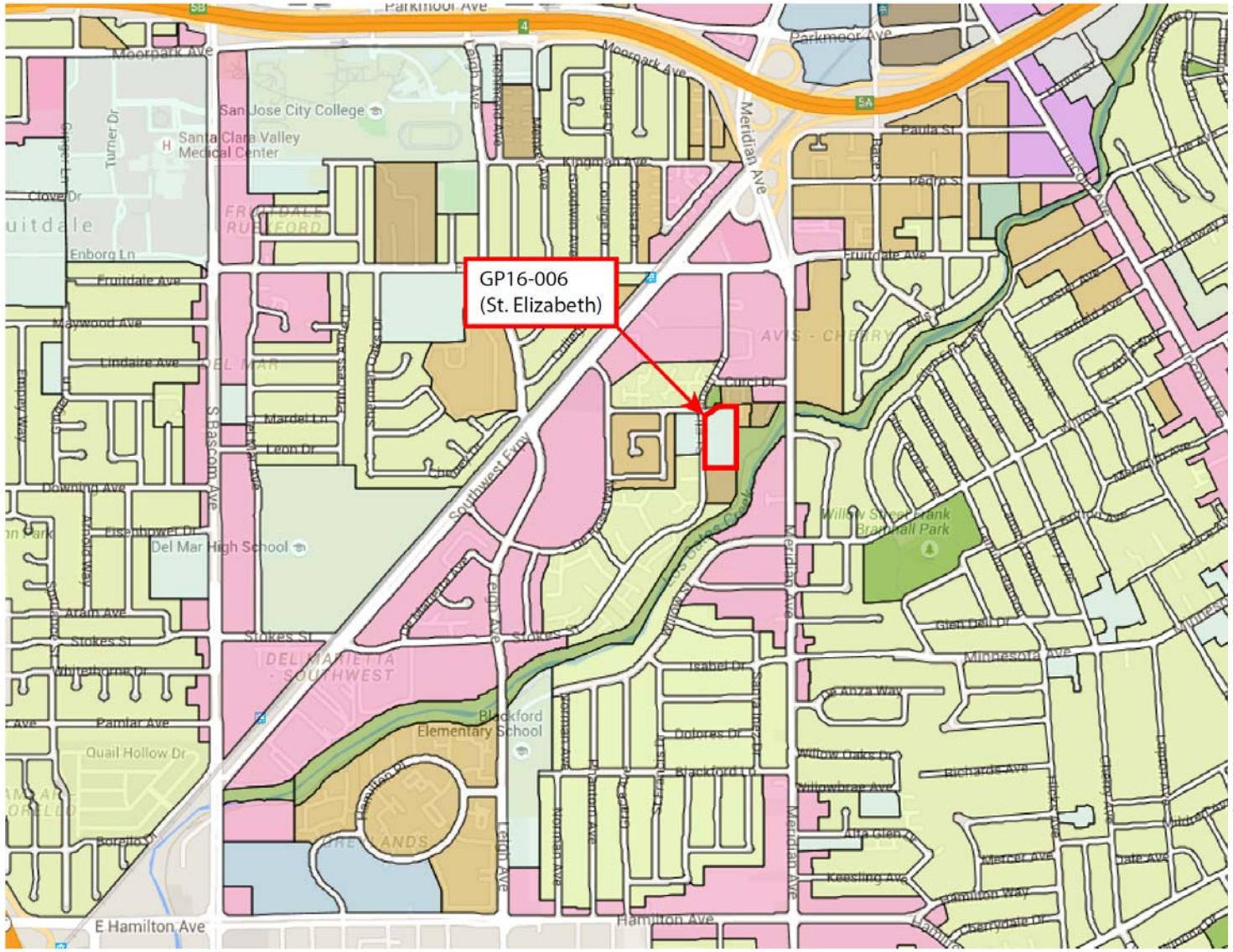
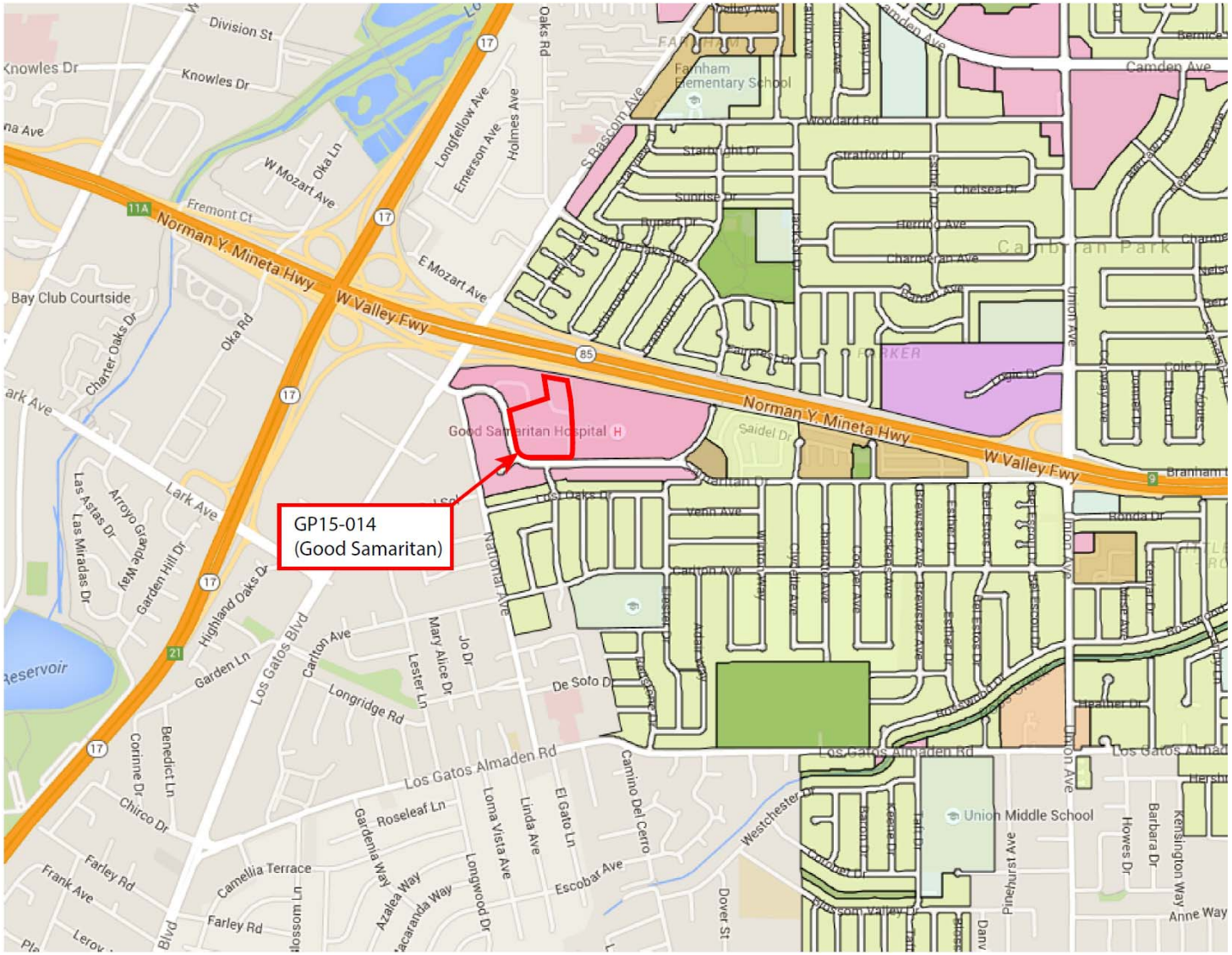


Figure 8
Location of GP15-014



3.
Analysis Methodology and Impact Criteria

This chapter describes the travel demand forecasting modeling methodology used for the analysis and the methods used to determine the traffic conditions for the study scenarios, described in the previous chapter. It includes descriptions of the measures of effectiveness and the applicable significance thresholds directed by the City's General Plan used in the evaluation of the proposed GPAs.

Travel Demand Forecasting Model

The citywide travel demand forecasting (TDF) model was prepared as part of the Envision San Jose 2040 General Plan. The TDF model was developed to provide improved citywide travel demand forecasting as part of continued planning efforts to address transportation infrastructure needs and to assist in the update of the City's General Plan. The model was developed from the VTA countywide travel demand model. The VTA model contains all cities and counties within the model's extents roughly bounded by southern Monterey County, eastern San Joaquin County, northern Sonoma County, and the Pacific Ocean. The San Jose model is a sub-area model of the VTA model – it maintains the general inputs (roadway network, land use, trip generation rates, etc.), structure, and process as the VTA model, but with refinement within the City of San Jose. This allows regional travel patterns and behavior to be accounted for in the focused area of San Jose, which will become more important with the recent legislative requirements associated with greenhouse gas quantification and impacts. The land use data, roadway network, and counts used in the base year validation reflect April and May 2008 conditions.

The VTA and San Jose models both include four elements traditionally associated with models of this kind. These elements include trip generation, trip distribution, mode choice, and traffic assignment.

- **Trip Generation.** Trip generation involves estimating the number of trips that would occur with the proposed General Plan land uses. The City's TDF model includes trip generation formulas that are based on the Metropolitan Transportation Commission (MTC) regional travel demand model. Trip generation is estimated based on the type and amount of specific land uses within each travel analysis zone (TAZ). The TDF model produces trip estimates in person trips (as opposed to vehicle trips, which are typically used in near-term traffic analyses).

- **Trip Distribution.** Trip distribution is the second element of the model. Trip distribution involves distributing the trips to various internal destinations and external gateways. The model pairs trip origins and trip destinations (starting and ending points) for each person trip based on the type of trip (e.g., home-to-work, home-to-school, etc.) and the distance a person is willing to travel for that purpose. The distance a person is willing to travel is determined by a gravity model, which is analogous to Newton's law of gravity. In a gravity model, estimates are made about how many trips occur between two locations where the interaction between those two locations diminishes with increasing distance, time, and cost between them.

- **Mode Choice.** Mode choice is the third element of the model. Mode choice determines which mode of transport a person will choose for each trip, based on the availability of a vehicle, the trip distance, and the trip purpose.
- **Traffic Assignment.** Traffic assignment is the fourth and final element of the model. Traffic assignment involves determining which route to take to travel between the trip origin and destination. The model assigns the trips to the roadway network to minimize travel time between the start and end points.

Subsequent trip distribution, assignment, and mode choice iterations are completed by the model to account for roadway congestion. These iterations continue under equilibrium traffic conditions until the optimal trip assignment is reached.

Transportation Network and Traffic Analysis Zones (TAZs)

The fundamental structure of the model includes a computer readable representation of the roadway system (highway network) that defines roadway segments (links) identified by end points (nodes). Each roadway link is further represented by key characteristics (link attributes) that describe the length, travel speeds, and vehicular capacity of the roadway segment. Small geographic areas (TAZs) are used to quantify the planned land use activity throughout the City's planning area. The boundaries of these small geographic areas are typically defined by the modeled roadway system, as well as natural and man-made barriers that have an effect on traffic access to the modeled network. Transit systems are represented in the model by transit networks that are also identifiable by links and nodes. Unlike the roadway network, the key link attributes of a transit link are operating speed and headways – elapsed time between successive transit services. Transit stops and "dwelling times" (the time allowed for passengers embarking and disembarking transit vehicles) are described as transit node attributes. Transit networks are further grouped by type of transit (rail versus bus) and operator (VTA bus versus AC Transit bus). Transit accessibility for each TAZ is evaluated by proximity to transit stops or stations, and the connectivity of transit lines to destinations.

The socioeconomic data for each TAZ in the model includes information about the number of households (stratified by household income and structure type), population, average income, population age distribution, and employment (stratified by groupings of Standard Industrial Codes). The worker per household ratios and auto ownership within a TAZ are calculated based on these factors and the types and densities of residences. The model projects trip generation rates and the traffic attributable to residents and resident workers, categorized by trip purposes, using set trip generation formulas that are based on the MTC regional travel demand model.

Traffic Assignment

Travel times within and between TAZs (intra-zonal, inter-zonal and terminal times) are developed from the network being modeled. Travel times within zones (intra-zonal travel times) are derived for each zone based on half its average travel time to the nearest three adjacent zones. Time to walk to and from the trip maker's car (terminal times) are also added. The projected daily trips are distributed using a standard gravity model and friction factors calibrated for the modeling region, which presently consists of 13 counties.

The City of San Jose TDF model is capable of estimating up to 7 modes of transportation:

- auto drive alone
- auto carpool with two persons
- auto carpool with three+ persons
- rail transit
- bus transit
- bicycle
- walk

Before the traffic is assigned to the roadway networks, time-of-day factors and directionality factors are applied to automobile trips occurring during the:

- AM peak hour

- AM 4-hour peak
- PM peak hour
- PM 4-hour peak
- mid-day 6-hour
- mid-night 10-hour periods

The assignment of the trip tables to the roadway network uses a route selection procedure based on minimum travel time paths (as opposed to minimum travel distance paths) between TAZs and is done using a capacity-constrained user equilibrium-seeking process. This capacity constrained traffic assignment process enables the model to reflect diversion of traffic around congested areas of the overall street system. High Occupancy Vehicle (HOV) lanes on freeways, expressways, and on-ramps are specifically dealt with in the model network, with access restricted to auto-shared-ride mode trips only, similar to real world operations of roadway facilities with HOV lanes.

Transit Mode Share

Transit use is modeled for peak and non-peak periods based on computed transit levels of services (speeds and wait times). Based on the conditions that influence transit speeds and wait times (such as traffic congestion), transit use numbers are modified to reflect the likelihood of transit use, based on the constraints to the system. This feedback loop is a modern enhancement in the model to address the dynamics of transit ridership related to the expansion or contraction of roadway capacities.

In addition to providing projected peak hour and peak period volumes and ratios comparing projected traffic volume to available roadway capacity (V/C ratios) on each roadway segment, the model provides information on vehicle-miles and vehicle-hours of travel by facility type (freeway, expressways, arterial streets, etc.). These informational reports can be used to compare projected conditions under the current General Plan with the impacts of proposed land use amendments. The City's TDF model is intended for use as a "macro analysis tool" to project probable future conditions. Therefore, the TDF model is best used when comparing alternative future scenarios, and is not designed to answer "micro analysis level" operational questions typically address in detailed traffic impact analyses (TIAs).

General Plan Transportation Network

According to the City of San Jose policies and practice, the TDF model used to evaluate the long-range impacts of the project on the citywide transportation system includes all major transportation infrastructure identified in the Envision San Jose 2040 *Land Use/Transportation Diagram*, including planned infrastructure that is not yet built and/or funded.

Measures of Effectiveness

The GPA analysis addresses the long-range cumulative impacts of the project on the citywide transportation system through the use of measures of effectiveness (MOEs) developed for the Envision San Jose 2040 General Plan. The GPA long-range analysis includes analysis of the following MOEs:

- **Vehicle Miles Traveled (VMT) per Service Population.** VMT per service population is a measure of the daily vehicle miles traveled divided by the number of residents and employees within the City of San Jose. VMT per service population (residents + employees) is used for the analysis as opposed to VMT per capita (residents only), since per service population more accurately captures the effects of land use on VMT. The City not only has residents that travel to and from jobs, but also attracts regional employees. VMT is calculated based on the number of vehicles multiplied by the distance traveled by each vehicle in miles.
- **Journey-to-Work Mode Share (Drive Alone %).** Mode share is the distribution of all daily work trips by travel mode, including the following categories: drive alone, carpool with two persons, carpool with three persons or more, transit (rail and bus), bike, and walk trips.

- **Average Travel Speeds within the City's Transit Priority Corridors.** Average transit corridor speeds shows the speeds for all vehicles (transit and non-transit vehicles) in the City's transit corridors for the morning and evening peak commute periods, although impacts are analyzed for the AM peak commute period only. A transit corridor is a segment of roadway identified as a Grand Boulevard in the Envision San Jose 2040 General Plan Land Use/Transportation Diagram. Grand Boulevards serve as major transportation corridors and, in most cases, are primary routes for Valley Transportation Authority (VTA) light-rail transit (LRT), bus rapid transit (BRT), local buses, and other public transit vehicles. Although transit services are found on other street types throughout the City, transit has the utmost priority on Grand Boulevards.

Significance Thresholds

The City of San Jose has adopted policy goals in Envision San Jose 2040 to reduce the drive alone mode share to no more than 40 percent of all daily commute trips, and to reduce the VMT per service population by 40 percent from existing conditions. To meet these goals by the General Plan horizon year, and to satisfy CEQA requirements, a set of evaluation criteria (MOEs) and associated significance thresholds to evaluate long-range transportation impacts resulting from General Plan Amendments was developed by the City. Table 4 summarizes the significance thresholds associated with vehicular modes of transportation that were used in the evaluation of the proposed GPAs. The project uses the same thresholds to evaluate the long-range cumulative traffic impacts resulting from the seven GPAs and the Downtown Strategy Plan amendment.

Table 4
MOE Significance Thresholds

MOE	Citywide Threshold
VMT/Service Population	Any increase over Envision 2040 General Plan
Mode Share (Drive Alone Percentage)	Any increase in journey-to-work drive alone mode share compared to Envision 2040 General Plan
Transit Corridor Travel Speeds	Descrease in travel speeds by 7.5 percent in the AM peak one-hour period

Notes: Citywide thresholds were developed based on results from the City of San Jose's TDF Model.
Source: City of San Jose, April 2013.

4. Cumulative General Plan Long-Range Analysis

The long-range cumulative traffic impacts resulting from the 2015 GPAs were determined based on the MOEs and associated significance thresholds described in Chapter 3. The results of the GPA long-range analysis are described below.

Vehicle Miles Traveled Per Service Population

The San Jose TDF model was used to calculate daily vehicle miles traveled (VMT) per service population, where service population is defined as the number of residents plus the number of employees citywide. This approach focuses on the VMT generated by new population and employment growth. VMT is calculated as the number of vehicle trips multiplied by the length of the trips in miles.

Since the City of San Jose not only has residents that travel to and from jobs within the City, but also attracts regional employees, the daily VMT includes some trips traveling outside of the City limits but with origins or destinations within San Jose. For this reason, the following trip types were included in the VMT calculation:

- Internal-Internal – All daily trips are made entirely within the San Jose City limits.
- One-half of Internal-External – One-half of the daily trips with an origin located within the San Jose City limits and a destination located outside of San Jose.
- One-half of External-Internal – One-half of the daily trips with an origin located outside the San Jose City limits and a destination located within San Jose.

Trips that travel through San Jose to and from other locations (External-External) are not included in the calculation of VMT.

As shown in Table 5, the citywide daily VMT per service population would decrease slightly as a result of each of the GPA alternatives when compared to the General Plan. This is because (1) the total number of jobs and households would not change citywide as a result of the GPAs (only shifting of households and jobs would occur) and (2) the reallocation of 4,000 households to the downtown area, where there are more jobs and transit options. Vehicle trips citywide would be reduced due to an increase in trips made via transit and non-motorized travel modes (bicycle and walk) within the Downtown area. Therefore, cumulatively, the 2015 GPAs would result in a less than significant impact on citywide daily VMT per service population.

Table 5
Daily Vehicle Miles Traveled Per Service Population

	Existing (2008)	General Plan (2040)	GPAs	GPAs Alternative
Citywide Daily VMT	19,515,462	34,250,857	34,166,792	34,171,793
San Jose Service Population	1,379,765	2,200,207	2,199,333	2,198,304
Daily VMT Per Service Population	14.14	15.57	15.54	15.54
Increased VMT/Service Population over General Plan	**-**	**-**	***-0.03***	***-0.03***
Significant Impact?	**-**	**-**	**No**	**No**

Journey-to-Work Mode Share

The San Jose TDF model was used to calculate citywide journey-to-work mode share percentages. Mode share is the distribution of all daily work trips by travel mode, including drive alone, carpool with two persons, carpool with three persons or more, transit (rail and bus), bike, and walk trips.

Table 6 summarizes the citywide journey-to-work mode share analysis results. Compared to the Envision San Jose 2040 General Plan, the percentage of drive alone trips would decrease slightly and the percentages of transit and bicycle trips would increase slightly as a result of the GPAs. This is due to the reallocation of 4,000 households to the downtown area, where there are more jobs and transit options. Vehicle trips citywide would be reduced due to an increase in trips made via transit and non-motorized travel modes (bicycle and walk) within the Downtown area. Therefore, cumulatively, the 2015 GPAs would result in a less than significant impact on citywide journey-to-work drive alone mode share.

Table 6
Journey-to-Work Mode Share Percentages

Mode Share	Existing (2008)	General Plan (2040)	GPAs	GPAs Alternative
Drive Alone	79.0%	70.3%	70.0%	70.1%
Carpool 2	11.7%	13.0%	13.0%	13.0%
Carpool 3+	4.0%	4.6%	4.6%	4.6%
Transit	3.3%	9.2%	9.3%	9.3%
Bicycle	0.7%	1.3%	1.4%	1.4%
Walk	1.3%	1.7%	1.7%	1.7%
Increased Drive Alone Percentage over General Plan	**-**	**-**	***-0.3%***	***-0.2%***
Significant Impact?	**-**	**-**	**No**	**No**

Average Vehicle Speeds in Transit Priority Corridors

The San Jose TDF model was used to calculate the citywide average transit corridor speeds for the morning and evening peak commute periods (1-hour and 4-hour periods). However, the City's significance criteria apply to the average transit corridor speeds for the AM peak one-hour period only.

Table 7 presents the average vehicle speeds in the City's 14 transit priority corridors (i.e., Grand Boulevard segments) during the AM peak hour of traffic. Overall, the average travel speeds in the AM are expected to

increase slightly as a result of the GPAs. When compared to the Envision San Jose 2040 General Plan none of the transit priority corridors would experience significant reductions in average vehicle speeds during the AM peak hour as a result of the GPAs. Therefore, cumulatively, the 2015 GPAs would result in a less than significant impact on the AM peak-hour average vehicle speeds on the transit priority corridors.

Table 7
AM Peak-Hour Vehicle Speeds (mph) in Transit Priority Corridors

Transit Priority Corridor	Existing (2008)	General Plan (2040)	GPAs	GPAs Alternative
2nd St from San Carlos St to St. James St	11.4	11.4	11.4	11.4
Alum Rock Av from Capitol Av to US 101	22.1	10.8	11.0	11.0
Camden Av from SR 17 to Meridian Av	23.5	14.3	14.2	15.2
Capitol Av from S. Milpitas Bl to Capitol Expwy	23.5	14.8	15.2	15.0
Capitol Expwy from Capitol Av to Meridian Av	28.7	20.3	21.0	21.9
E. Santa Clara St from US 101 to Delmas Av	20.4	14.8	14.8	15.0
Meridian Av from Park Av to Blossom Hill Rd	25.5	17.2	17.4	16.9
Monterey Rd from Keyes St to Metcalf Rd	24.6	15.1	15.1	15.3
N. 1st St from SR 237 to Keyes St	21.4	10.6	10.7	11.4
San Carlos St from Bascom Av to SR 87	24.4	17.0	17.5	17.6
Stevens Creek Bl from Bascom Av to Tantau Av	22.7	14.3	14.6	15.0
Tasman Dr from Lick Mill Bl to McCarthy Bl	24.4	9.3	9.5	9.4
The Alameda from Alameda Wy to Delmas Av	22.7	11.4	11.1	11.0
W. San Carlos St from SR 87 to 2nd St	19.8	15.4	15.4	15.1
Average of All Roadway Segments	***22.5***	***14.1***	***14.2***	***14.4***
Percent Change	**-**	**-**	**1.0%**	**2.2%**
Significant Impact?	**-**	**-**	**No**	**No**

5. Conclusions

This section presents a summary of the cumulative long-range traffic analysis of the project on the citywide transportation system.

Long-Range Traffic Impacts

The long-range cumulative traffic impacts resulting from the 2015 GPAs were evaluated for daily VMT per service population, percentage of journey-to-work drive alone trips, and average vehicle speeds on the transit priority corridors. Compared to the Envision San Jose 2040 General Plan, both project alternatives would reduce the citywide daily VMT per service population, reduce the percentage of journey-to-work drive alone trips, and increase average vehicle speeds on the transit priority corridors. This is because (1) the total number of jobs and households would not change citywide as a result of the GPAs (only shifting of households and jobs would occur) and (2) the reallocation of 4,000 households to the downtown area, where there are more jobs and transit options. Vehicle trips citywide would be reduced due to an increase in trips made via transit and non-motorized travel modes (bicycle and walk) within the Downtown area. Therefore, cumulatively, the 2015 GPAs would result in a less than significant long-range traffic impact on citywide transportation system.

However, the Downtown Strategy Plan amendment would result in an increase of 4,000 households in the downtown plan area. Although the plan would not change the total number of jobs and households citywide, the household increase in the downtown plan area would substantially increase vehicle traffic on local streets within and adjacent to the plan area and exceed the 250 peak-hour trip threshold for the requirement of a site-specific GPA traffic analysis. Therefore, the Downtown Strategy Plan amendment would be required to prepare a site-specific GPA traffic analysis, which would be prepared separately from this study. Any localized significant traffic impacts and mitigation measures be identified as part of the site-specific traffic impact analysis.

Consistency with General Plan Polices

The City of San Jose's Transportation Policies contained in the General Plan are intended to do the following:

1. Establish circulation policies that increase bicycle, pedestrian, and transit travel, while reducing motor vehicle trips, to increase the City's share of travel by alternative transportation modes; and
2. Promote San Jose as a walking- and bicycling-first city by providing and prioritizing funding for projects that enhance and improve bicycle and pedestrian facilities.

Implementation of the General Plan Transportation Policies can help to promote a multi-modal transportation system and stimulate the use of transit, bicycle, and walk as practical modes of transportation in the City, which ultimately will improve operating speeds in the City's 14 transit priority corridors. An enhanced multi-modal transportation system is capable of reducing reliance on the automobile and decreasing the amount of vehicle travel, specifically journey-to-work drive alone trips.

Based on the result of the analysis, the 2015 GPAs and GPAs alternative are consistent with the City of San Jose General Plan transportation policies, because they would increase bicycle, pedestrian, and transit travel, while reducing motor vehicle trips and slightly improving operating speeds in the City's 14 transit priority corridors.